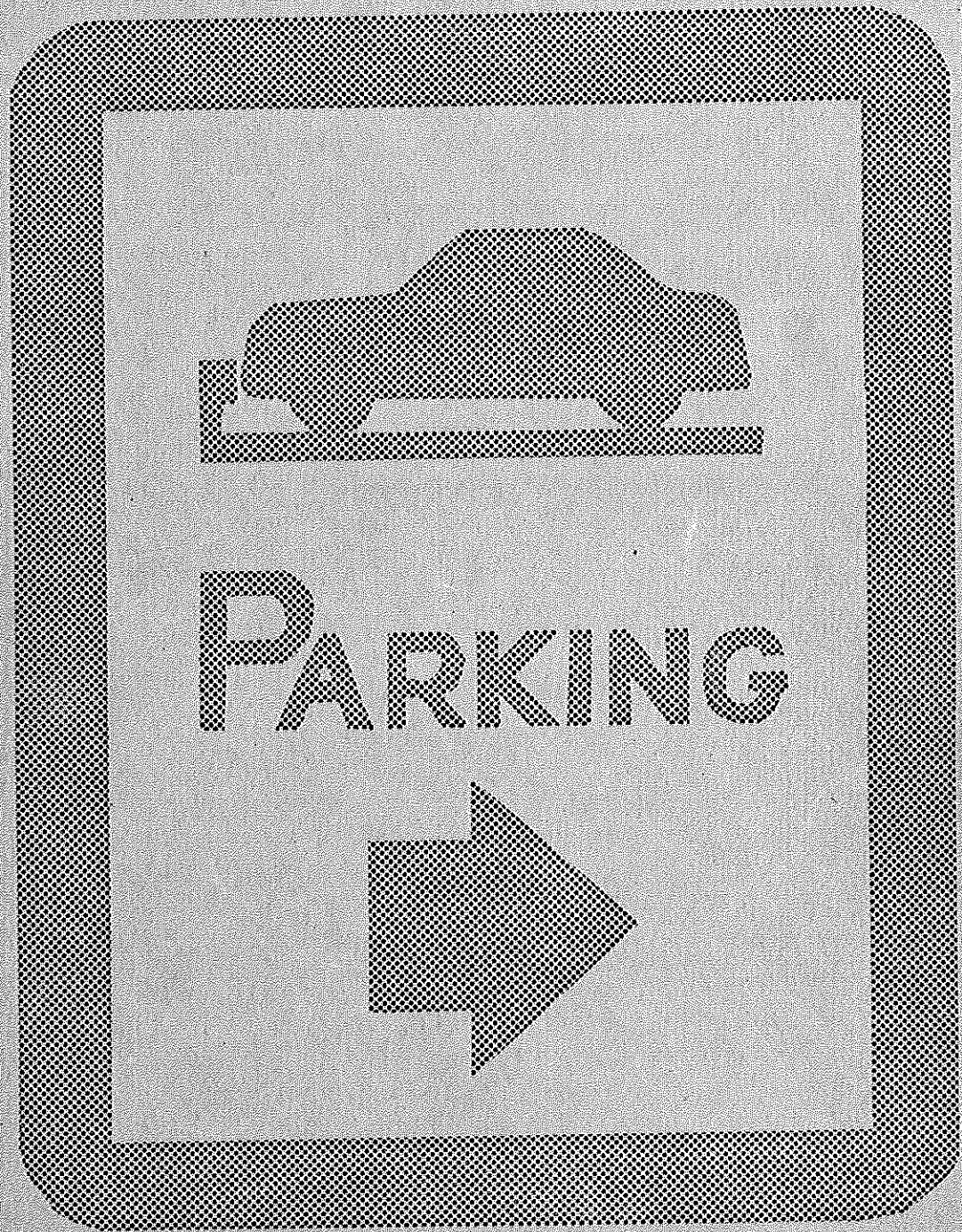
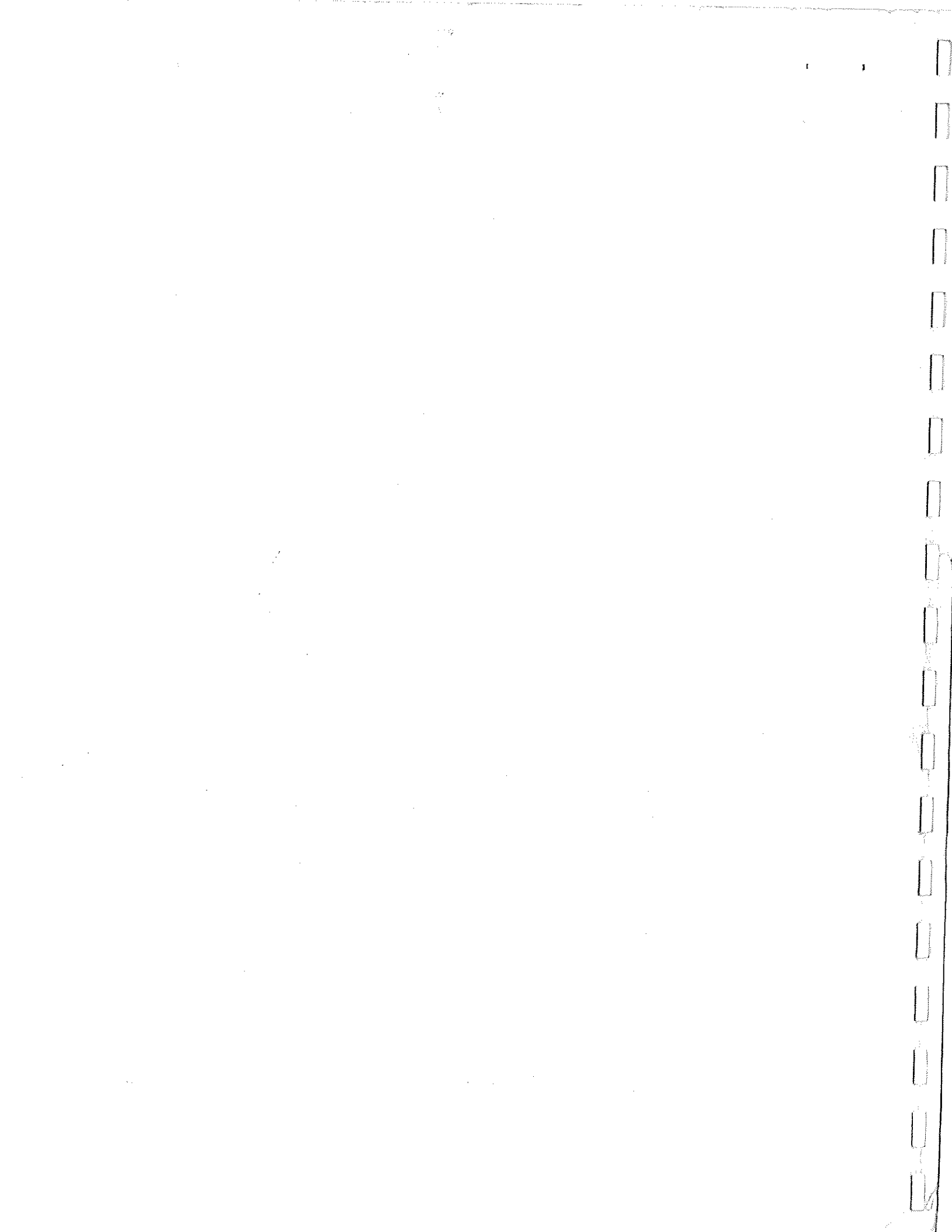


KUETHN

**a program for**



**middletown, ct.**



FINAL

# A PARKING PROGRAM

FOR

THE DOWNTOWN BUSINESS DISTRICT  
MIDDLETOWN, CONNECTICUT

This report was prepared for the Municipal Development Committee by the City Plan staff with the assistance of the following staffs: Redevelopment Authority, Parking Authority, and Public Works.

December, 1971

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## Chapter I

### BACKGROUND FOR SPECIAL PARKING DISTRICT

#### A. Introduction

The availability of parking spaces in the central business district is essential to the attractiveness of the downtown area to both shoppers and business. Parking enhances the downtown economic base, placing the downtown in a more competitive position with other local shopping centers; such as on Washington Street and South Main Street, and neighboring communities, including Hartford and Meriden, in terms of shopper attraction and new capital investment. Convenient, efficient parking, therefore, is a necessary ingredient for the livelihood for downtown Middletown.

#### B. Problem

The problem of downtown parking was first stated in 1953 with the following: "If the City recognizes the importance of automobile transportation and provides sufficient parking facilities, retail and business activity will continue to prosper in the central business district. If, on the other hand, the City fails to meet the problems of providing adequate off-street parking facilities, it is our belief that business activity will decline steadily as highway facilities are improved and it becomes progressively easier for shoppers to go to other areas." <sup>1</sup>

Nineteen years ago the City of Middletown was faced with a critical situation, that of providing sufficient off-street parking to preserve the downtown commercial district.

Today the downtown area - still the heartbeat of the city - continues to face the same problem. This time, however, the task is more complicated. Since 1953, Routes 9 and 91 have been constructed, six public parking areas created, and the City has witnessed the emergence of major shopping centers on Washington and South Main Streets.

1. Parking Survey and Program, by Ramp Buildings Corporation, June 1953.

The problem as stated in 1971 requires that the provision of parking in the downtown area be sufficiently attractive so as not to lose additional business to major shopping areas which have developed in the Greater Hartford area, including the Meriden Mall, Downtown Hartford, and Naugatuck Valley, in addition to future shopping plazas, such as in Cromwell. Further, other investments must be protected which provide needed employment in the central business district.

#### C. Solution

Despite threatened declines in retail sales, a parking deficiency is evident in certain portions of the downtown. Therefore, this plan proposes to bridge that deficiency through the provision of at least 900 appropriately located off-street parking spaces. The financing of this program is proposed as a joint businessman-city venture, whereby downtown commercial and industrial uses would, through an assessment, pay half the cost of such a program while the balance would be expended from the City's General Fund. The third feature of this program would be the provision of free parking spaces in certain locations of the downtown for long-term parkers.

#### D. History of Public Parking in Middletown

The impetus for providing public off-street parking in Middletown began in 1953 with two simultaneous actions resulting from a cooperative effort between the merchants, through the Chamber of Commerce, and the City of Middletown. Through local urging, Special Act #158, entitled "An Act Concerning the Middletown Parking Authority," was placed before the 1953 Session of the Connecticut General Assembly. That act was approved on May 7, 1953, and its language remains almost intact in its adoption as Chapter 9 of the Middletown City Code as approved by referendum on November 5, 1968.

#### Ramp Corporation Study

While the General Assembly was considering the establishment of the Parking Authority, the merchants through the Chamber of Commerce, advanced funds for the hiring of a consultant to prepare a parking survey and plan for the yet unapproved Parking Authority.

In June, 1953, a report was published by Ramp Buildings Corporation of New York City providing the framework for the initial actions of the Parking Authority. The report contained exhaustive surveys which analyzed the parking needs in the downtown area on a block basis. It was determined that the parking deficit approximated 2,000 spaces in the central business district. Figure 1 on the following page indicates those unmet parking needs. As shown, Block 4, bounded by Main, Court, Broad, and Washington Streets, was the highest priority area, while Blocks 5 and 12 were similar in their unsatisfied parking needs.

The program recommended by Ramp was a three-stage process and is graphically represented by Figure 2. Following is a list of the proposed lots and their current status:

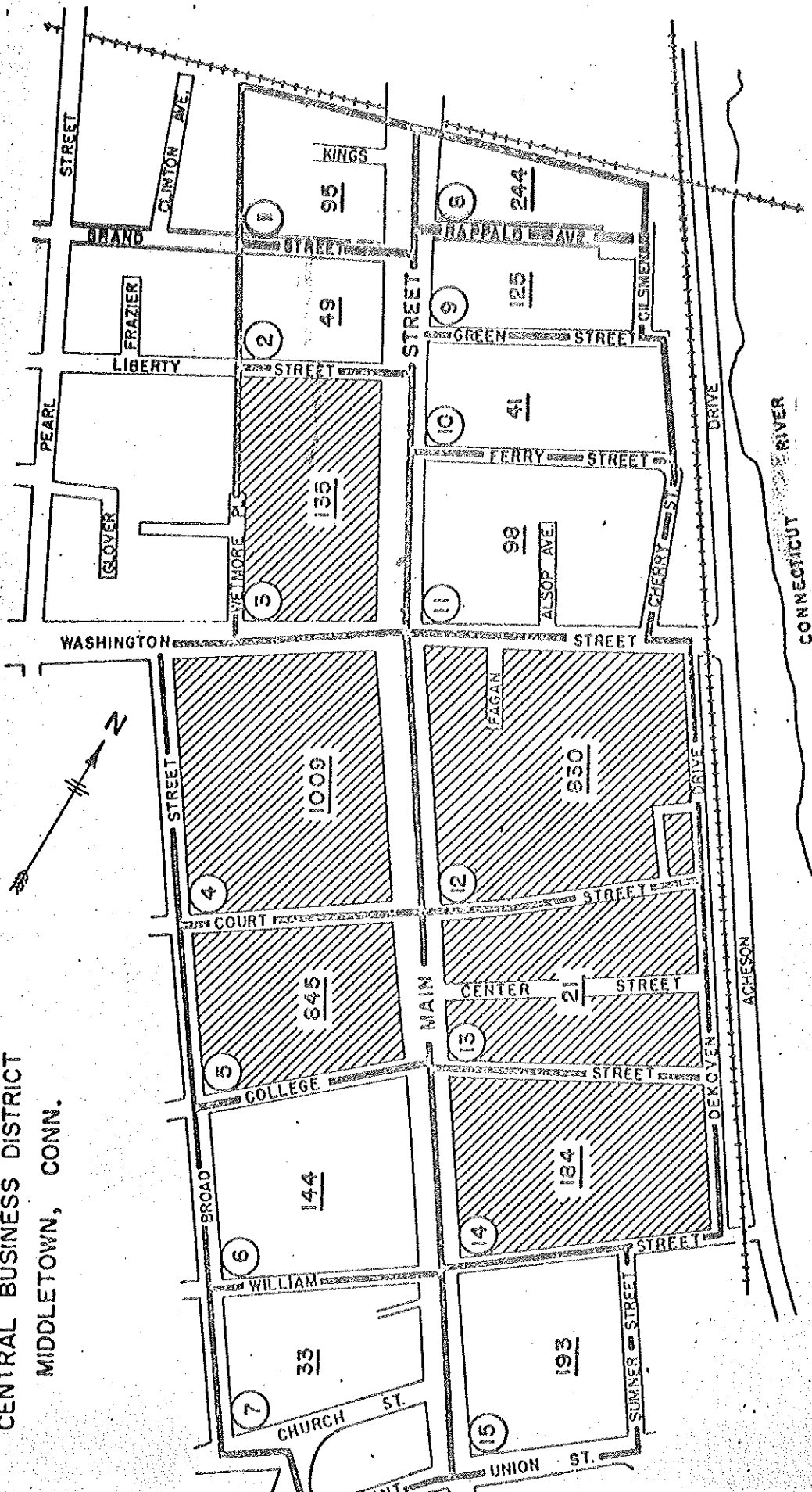
Location "A" - proposed at the corner of Broad and Washington Streets for 175 spaces. This parking lot was chosen by Ramp as the highest priority since it was located in the block which exhibited the greatest parking demands. Appropriately, this was the first lot to be developed by the Parking Authority, in much the same form as recommended. In August, 1954, land for Lot "A" was purchased. This facility contains 120 spaces metered as follows: 73 with three-hour limit; 47 with 10-hour limit.

Location "B" - proposed between College and Court Street behind the old police station for 203 vehicles. The original plan called for the razing of structures facing College Street and the integration of a parking facility around the old police station, with access to both Court and Broad Streets. In July 1962, land was purchased for Parking Lot "D" with frontage along Broad Street only. This facility contains 83 spaces - all metered for a 10-hour limit.

Location "C" - proposed between Court and Washington Streets for 400 vehicles. At the time this facility was first proposed, neither the new Municipal Building nor the Court House was in the planning stage. This project did not become a reality until the late 1950's when plans for these two structures were crystalized and Columbus Plaza created. The resultant public parking facilities (Lot "C") has 69 spaces metered as follows:



CENTRAL BUSINESS DISTRICT  
MIDDLETOWN, CONN.



LEGEND

(2) BLOCK NUMBER

UNSATISFIED PARKING  
DEMAND 3024 CARS

EXCESS-SUPPLY OVER  
DEMAND 1022 CARS

FIGURE 1

UNSATISFIED PARKING

DEMAND - 1953

SCALE: 1" = 400'

RAMP BUILDINGS CORPORATION  
NEW YORK, N.Y.

9 with ½-hour limit; 22 with 10-hour limit; and 38 with 3-hour limit.

Location "D" - proposed at the intersection of Washington Street and Wetmore Place for 130 spaces. A commercial structure was erected at 120 Washington Street in 1959 on lands proposed for parking. The proposal also contemplated utilization of the property now occupied by the Wetmore House at 110 Washington Street, a local historic building. The plan further showed long-range expansion to the north along Wetmore Place in an area now occupied by four two-family structures. In lieu of a parking lot at the suggested location, Lot "B" on Main Street was established through the purchase of land, in April 1956, formerly occupied by a service station. This facility has 32 spaces - all metered for a 3-hour limit.

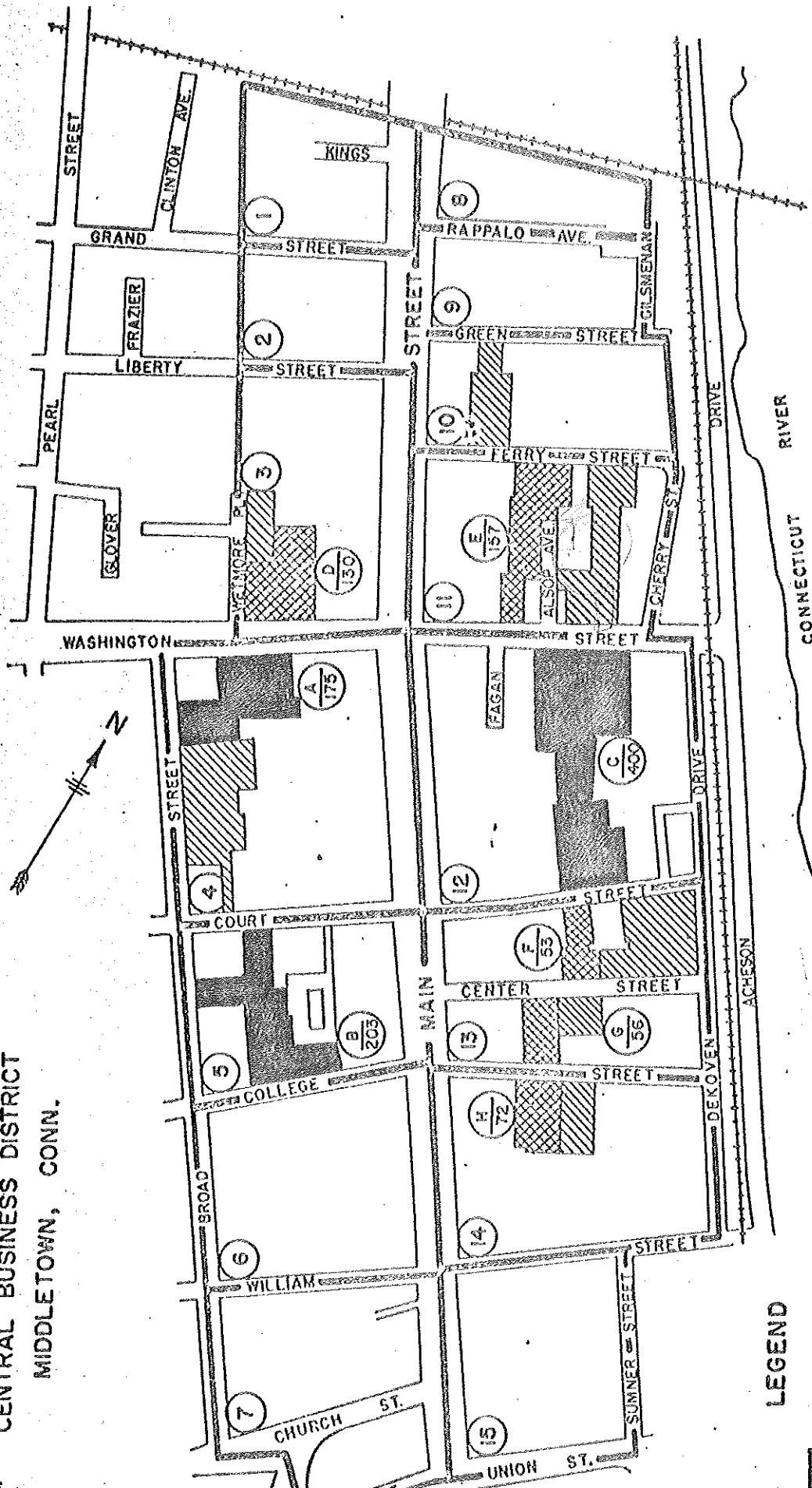
Location "E" - proposed between Washington and Ferry Streets along the westerly side of Alsop Avenue for 157 spaces. The plan also shows a long-range expansion area to the east of Alsop Avenue. Neither site has been developed and to date there is no public parking within this block.

Locations "F" and "G" - proposed between College and Court Streets, east of Main Street for 53 spaces and 56 spaces respectively. This facility was proposed at a time when Center Street existed and the area was filled with high-density sub-standard housing. Since then, the Center Street project has been executed providing in addition to Sears, Liggetts, and other commercial facilities, the 600 space Parking Arcade.

Location "H" - proposed on the southerly side of College Street to the east of Main Street for 72 spaces. This facility was never developed and is currently located within the Metro-South urban renewal project area.

In addition to the parking lots mentioned above, the Parking Authority has created a 55-meter facility on the northwest corner of Grand and Main Streets. The land for this facility was purchased in April 1970 and opened officially in April 1971. Thirteen meters have a 3-hour limit, while 42 meters are for

# CENTRAL BUSINESS DISTRICT MIDDLETOWN, CONN.



SCALE 1" = 400'

## LEGEND

IMMEDIATE PROGRAM  
TOTAL - 778 SPACES

SECONDARY PROGRAM  
TOTAL - 468 SPACES

LONG RANGE PROGRAM

LOT DESIGNATION

LOT CAPACITY (IMMEDIATE AND  
SECONDARY ONLY)

FIGURE 2  
RECOMMENDED PROGRAM  
OF PARKING LOT DEVELOPMENT

RAMP BUILDINGS CORPORATION  
NEW YORK, N.Y.

10 hours. It should be pointed out that no deficiency was reported by the Ramp Corporation in this particular block.

In November, 1956, the Parking Authority and the YMCA entered upon a lease agreement whereby parking meters were established in the YMCA parking lot. The terms of the agreement provided for a sharing of revenues in this 28-space facility. That agreement was terminated as of early October 1971, due to continued vandalism and the pending groundbreaking for the "Y" building expansion program.

#### McGrath Report

In January of 1958, William R. McGrath, presented to the Chamber of Commerce the findings of his study concerning the Middletown parking program. Those recommendations were as follows:

1. "...the Chamber of Commerce should organize a group of participating merchants, preferably all retailers in the central area, to pay shoppers' parking fees. These merchants would issue tokens to their customers with every purchase of \$2.00 or more. These tokens would buy one hour of free parking each, simply by insertion in the parking meters in the Authority's off-street facilities." It was proposed that the Chamber of Commerce act as the distribution point for such tokens. (While no token system exists today, several stores participate in validating tickets for parkers at the Arcade, including Sears, Fashion Post, Cranston's Wrubels, and Kabels.)
2. In citing statistics developed by the Ramp Corporation (nearly 85% of the curb parkers are for one hour or less) the McGrath Study recommended the establishment of specific non-competitive areas for the long-term user.
3. The report recommended the abolition of angle parking on Main Street. This problem was first cited in the Ramp study when it said, "It is an established fact that curb parking is legally permissible only so long as the requirements of moving traffic do not dictate that the street space be used for the latter purpose. However, as traffic volume

increases, it is probable that large numbers of curb parking spaces along many of the streets in the Middletown center district must necessarily be eliminated in order to accommodate the increased traffic flow." In 1965 a report entitled, "A Traffic Study for Traffic Control System for Middletown, Connecticut," by James P. Purcell Associates, again recommended the abolition of all angle parking along Main Street. Another source<sup>2</sup> refers to angle parking as the "worst curb parking of all. . .while this outdated practice is steadily decreasing, it can still be found in small cities. . .except on a short dead end local street angle parking should never be permitted." The same source further expressed "any improvements to the signalization systems, lines, signs, or pavement markings, steps to enhance traffic movement, will be completely negated by failure to remove angle parking."

The State of Connecticut has consistently urged the City of Middletown to eliminate angle parking from Main Street, particularly on that portion which is Route 66, between Washington Street and St. John's Square. In late September, 1971, the State paved that segment of Main Street. Since new lines had to be painted on the resurfaced roadway the Police Department briefly considered the realignment of parking stalls. It was unfortunate that this was not considered prior to the repaving by either state or local personnel.

4. The McGrath Report suggested the following organizational and regulatory changes: a. the hiring of an executive director. (This recommendation has been carried out and the recommended consolidation of office space has been resolved through the location of the Parking Authority office on the second floor of the Police Station at 66 Church Street.); b. the hiring of meter maids for enforcement purposes. It was recommended that the Parking Authority place two female enforcement officers in charge of metered enforcement, to release men used for that purpose to other duties. (Currently - 1971 - the Parking Authority reimburses the Police Department for services of one meter maid, two full-time meter patrolmen and two part-time meter patrolmen who work primarily on weekends; c. The McGrath report recommended several budgetary changes based on figures for the 1957-1958 fiscal year. (The approved budget for the fiscal year beginning July 1, 1971, is below.)
2. Getting the Most from City Streets, page 17.



BUDGET OF PARKING AUTHORITY - 1971-1972

1	Personal Services	\$ 38,130	
1A	Extra Help	2,500	
2	Pension Fund		\$ 7,910
2A	Social Security		500
3	Health (CMS, B.C. MM)		1,503
4	Aetna Group Life Ins.		565
5	Sick Leave and Vacation		750
6	Police Dept. Reimbursement		36,672
7	Expenses - Dept. of Finance		1,000
8	Office Supplies		300
9	Printing		600
10	Tickets		660
11	Postage		1,300
12	Travel		250
13	Telephone		400
14	Electric Power		2,000
15	Sweeping-Snow Plow Removal		3,200
16	Painting Signs and Stalls		2,200
17	Insurance		6,200
18	Advertising		200
19	Motor Vehicle Registrations		500
20	Miscellaneous		300
21	Automotive Operation		725
22	Uniforms		300
23	Rent		700
24	Auditing		600
25	Replacement to Maintenance Fund		3,500
26	Annual Payment to Depository		150
27	Transfer Int. Fund Series "A" Bonds		6,700
28	Payment Series "A" Bonds		18,000
			<hr/>
	TOTAL	\$ 40,630	\$97,685

SUMMARY

Receipts:	\$ 138,315	
Appropriations:		
Personal Services		\$40,630
Other Expenses		97,685
		<hr/>
TOTAL	\$ 138,315	\$138,315

In addition to the above budget, several items relating to the operation of the Parking Arcade are listed under the General Fund. Expenditures for the 1971-1972 fiscal year are as follows: payment of principle on 1964 Redevelopment bond - \$45,000; payment of interest on 1964 Redevelopment bond - \$17,282; personal services for Arcade employees - \$25,000; and, other expenses for Arcade - \$13,000. The estimated receipts for the Parking Arcade are \$62,000.

5. In addition to commenting on the status of sites as recommended by Ramp Study, McGrath observed "that a parking area has been provided east of Acheson Drive on the waterfront with pedestrian underpass connection to the Court Place area. It was also observed that this area derives little or no parking use at this time. . . . It is recommended that all employees of the new city hall and county building be assigned free parking space in this facility. In keeping with this assignment, the Public Works Department of the City and County should improve the lot to an acceptable degree." (Currently city employees utilize the Parking Arcade and the river front area is principally used by boaters. As such it is still underused. Until mid-summer 1971, the presence of the pleasure vessel "Dolly Madison" at the foot of College Street established a more intensive use of that parking area. However, due to vandalism, the boat has established new docking quarters in Essex.

On September 30, 1959, the City conveyed an easement to the State of Connecticut (Vol. 302, page 337) encompassing approximately 21,600 sq. ft. of open land along the waterfront. With that easement, the State was given the right to "maintain, manage and regulate." Thus much of what might be considered potential parking has been removed from City control.)

#### Community Renewal Program (CRP)

Raymond and May Associates presented a series of reports to the Middletown Redevelopment Agency during 1964. In a study entitled "Report on High Priority Study Area," dated May 25, 1964, which addressed itself to a detailed analysis and recommendations of a significant portion of the downtown, south of Washington Street, including residential and Wesleyan properties south of Church Street and west to Knowles Avenue, a number of comments were made pertaining to the availability and the necessity of parking in the business district. From a section of that report (pages 94 and 95) reflecting upon citizen opinions concerning the needs of the downtown area comes the following:

Parking is the problem -- and the objective -- nearly everyone mentions first. Among the suggestions made by local citizens regarding parking were these:

Parking should be available in back of businesses on both sides of Main Street.

There should be more parking lots downtown, double-decked, if necessary.

There should be special parking areas for downtown employees.

Whatever form proposals for additional parking eventually take, its provision in an adequate amount clearly is a primary renewal objective. Because very large parking lots tend to detract from the attractiveness of a downtown area, it is desirable that they be designed and installed with care. At-grade lots should be buffered from surrounding development by means of hedges, or well designed walls. Trees and other landscaping can do much to relieve the monotony of unrelieved pavement. Lighting should be installed with regard for its appearance as well as its efficiency. Where land area is at a premium, it may be desirable or necessary to put parking in structures. This would also tend to reduce the walking distance from parking spaces to destination. The appearance of a parking structure should receive as much attention as that of a new store or office building. City policy in this matter makes the difference between an eyesore and a visual asset.

Closely related to providing parking, is the matter of off-street loading behind stores. To that, the CRP had the following comments on page 96:

Preliminary studies for the revised General Plan recognizes this problem and proposes a new inner loop collector and access road to serve the downtown area. This road can be designed to provide quick access into new parking areas without further congesting Main Street. Effectuation of this and other proposals for improving traffic access to the central business district is another important downtown renewal goal.

The need for off-street loading could be met by combining

new loading facilities with new parking lots behind stores. The actual applicability of this concept depends on the solution possible for each individual situation, but in concept it is a sound objective.

In conducting a marketability study for land within the high priority area the consultants found the need for parking to be as follows (p. 104):

The need for additional downtown parking facilities provides another built-in market for land in the first priority study area. The marketability report indicates that existing central business district retail uses occupy about 400,000 square feet, excluding auto, gasoline and lumber retail uses, which would ordinarily not require a significant amount of customer parking. There is an additional 300,000 square feet of other commercial and service uses. To serve these uses, there are now approximately 1400 public and private parking spaces. For a downtown area in a city such as Middletown, a reasonably desirable parking ratio would be about 5 cars per 1,000 square feet of retail floor space and about 3 cars per 1,000 square feet for the auxiliary uses.

At this standard, Middletown should have about 2,990 spaces. Its present inventory, then, would represent a deficiency of about 1,590 spaces. It may not be possible to meet this standard, but a reasonable target would be a minimum of 900 to 1,200 additional spaces in the CBD.

In the final report of the Community Renewal Program to the Re-development Agency, Raymond and May made the following comments relative to parking use areas (Page A7-3):

Parking land use controls should be established to achieve the following objectives:

- a. Parking spaces should be well located with respect to the uses they are intended to serve. The amount of parking available is often less important than its location. Where economically feasible, underground and/or decked parking would make a larger number of spaces available close to the uses being served.

- b. Commercial areas made up of a number of small or moderate size establishments are ordinarily better served by common parking areas rather than individual lots. In such situations it may be advantageous for the municipality to undertake development of the parking facility.
- c. Parking areas should be designed to avoid the visual impression of a "sea of cars," or when not being used, of barren, unrelieved, asphalt. Shrubbery, trees, variations in grades and other design techniques should be utilized to minimize the negative esthetic effect of these areas.
- d. Parking lot entrances and exits should be carefully integrated with proposed overall traffic flow.

#### Purcell Study

In February 1969, the James P. Purcell Associates under contract by the Police Department, presented a report entitled "A Traffic Study and Traffic Control System for Middletown, Connecticut."

The scope of this project involved conducting detailed traffic surveys in the downtown area including volume analyses, turning movement analyses, and studying accident reports. The recommendations include intersection improvements, signalization improvements and perhaps most importantly, alternatives for improvement of the traffic flow and reduction of accidents along Main Street itself. The study in analyzing the performance of 60 degree angle parking states: "The majority of curb parking is of short duration, resulting in a high turnover and a large number of parking maneuvers. Together with stopped vehicles waiting for parking spaces, these 'hinderances' almost continually block one lane of traffic. Despite the very wide Main Street, only the lane bordering the center line of the street has free movement. This lane is, in turn, restricted at the intersections by left turning vehicles.

"An investigation of accident records, covering the past two years, near the Washington Street area of Main, shows that over 35 percent of all accidents were caused by parking maneuvers or vehicles stopped for a parking space."





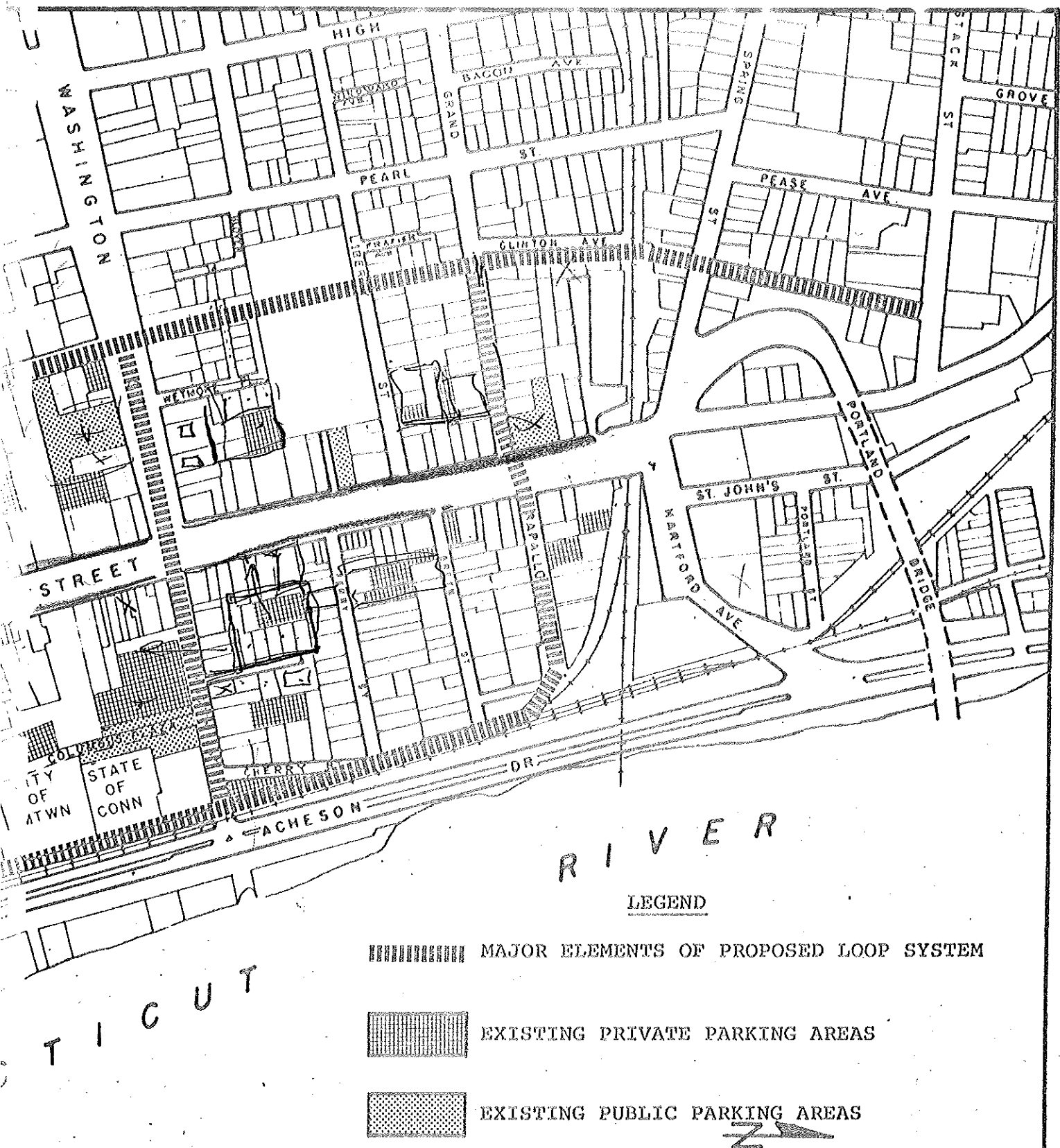


Figure 3  
Existing Parking and Proposed Loop  
System

CITY PLAN AND ZONING  
COMMISSION

In order to ease the congestion, the Purcell Study recommended as its first alternative for Main Street, the conversion of all angular parking to parallel parking from Union Street to St. John's Square and the creation of left turning lanes at each major intersection. To date minor modifications have been made along Main Street, including the rounding of critical corners as recommended in the Purcell report and the installation of a completely new traffic signalization system. However, the 60 degree angular parking continues to remain the principle problem along that thoroughfare.

### Plan of Development

In mid-1965 the City's Planning Commission adopted a Plan of Development as prepared by Technical Planning Associates. That plan stated: "Main Street should be the retail and commercial focus and as such it should be primarily an 'access street' and 'parking lot' to serve the businesses along it. Fortunately, it is very wide and can handle a considerable amount of parking if it does not have to accommodate an appreciable through traffic."

In suggesting the primary function of Main Street be devoted to parking, the plan recommended the establishment of a ring road to better circulate traffic around the business district and to feed off-street parking facilities along the periphery of the retail center. That proposal envisioned the widening of Pearl Street to serve as the western extremity of the ring road and the widening and extension of DeKoven Drive on the east. Due to the cost factors, the plan suggested that "much of it may be done as parts of one or more urban renewal projects."

### Recent Studies

Most of the problems as outlined in the previously cited reports still plague the downtown area. In late 1969 and early 1970, city officials set out to analyze and prepare recommendations for the most pressing problems in the central business district. The Mayor formulated a Parking and Circulation Committee composed of members of the Common Council, business community, Planning Commission, Parking Authority, Redevelopment Authority, CDAP and appropriate staff personnel.

Out of a series of meetings in early 1970, came an evaluation

of the downtown parking situation. Problems of vehicular circulation were also dealt with, the result being revised plans for the downtown "loop" roadway and suggested major improvements to Washington Street. While the detailed questions of acquisition costs and engineering design were not dealt with, a conceptual arrangement was agreed upon at all levels of discussion and tentative multi-phasic means of implementation were presented which included several urban renewal projects, street widening programs for the city and alternate state and or federal programs for funding. The proposed system is shown in Figure 3.

The major obstacle seen in developing a "loop" system is the Mortimer Cemetery, located between Washington and Liberty Streets and directly in the path of Broad Street, if extended northerly. It is apparent that cemeteries will, in the future, have to be dealt with in a more practical manner. Past practices indicate a great reluctance toward involvement with cemeteries and their allied legal problems. It has been pointed out that other states, including New York, view urban cemeteries with less dignity. Perhaps future legislation at the State level may relieve local frustrations caused by cemeteries. Until new means are provided, Mortimer Cemetery will continue to be a stumbling block in the path of the "loop" road. Alternatives have been discussed, including a westerly bypass of the cemetery (a road cutting diagonally across properties multiplies the necessary property acquisitions and severances) and ramping over the cemetery (air rights and additional construction costs seen as major problems).

For purposes of studying downtown parking availability, the CBD was generally defined as that area encompassed by Union, Pleasant, and Church Streets on the south, Broad Street (extended) on the west, the Penn Central depressed trackage on the north and Acheson Drive on the east. A visual survey conducted in 1970 of the CBD showed a total availability of 2,620 off-street and metered on-street parking spaces. (Non-metered on-street spaces were not counted.) Of that total, public off-street spaces numbered 932 and are distributed as follows:

Parking Lot "A" - 120 spaces; Parking Lot "B" - 32 spaces;

Parking Lot "C" - 69 spaces; Parking Lot "D" - 83 spaces;

YMCA lot - 28 spaces; Parking Arcade - 600 spaces.

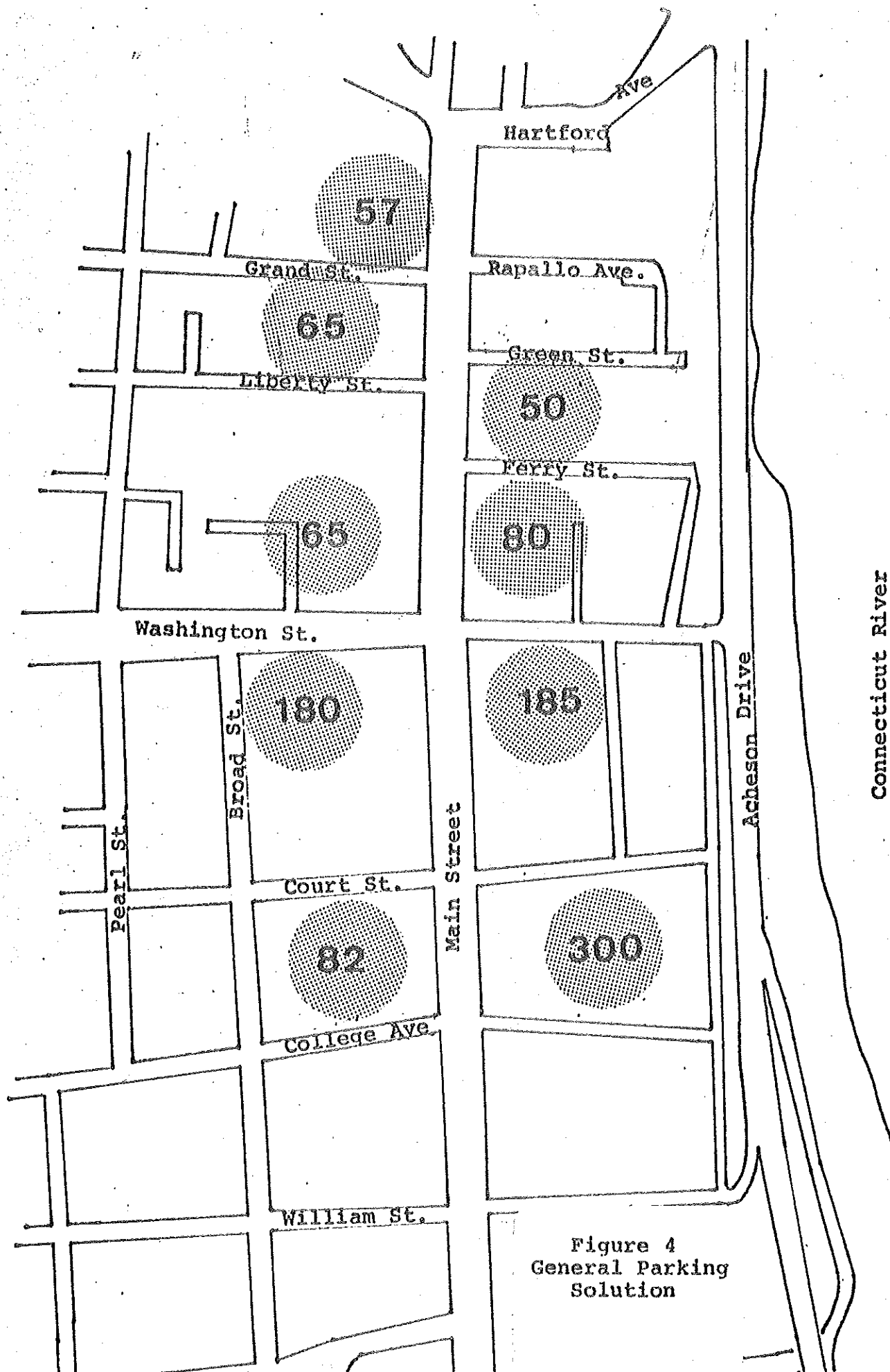


Figure 4  
General Parking  
Solution



In order to relate the number of existing CBD parking spaces to theoretical need, figures developed nationally by Wilbur Smith Associates were used.<sup>3</sup> Based on an urban area of approximately 40,000 persons, the factor of 160 downtown spaces was used for each 1,000 registered motor vehicles. Since there were approximately 22,000 registered motor vehicles in the Middletown urban area in 1970, a theoretical need of 3,520 CBD parking spaces was determined. Thus, the deficit is approximately 900 parking spaces in the downtown.

Based upon the needs for additional parking in the central business district, the CDAP staff, together with the Planning Commission staff, prepared preliminary plans and alternatives for sufficient off-street parking facilities. At the same time special interest groups working with the Redevelopment Authority and Chamber of Commerce expressed specific parking needs. The result was a parking solution shown in Figure 4 which depicts the relative location of needed parking and the projected size of these off-street facilities. In addition, data were prepared for Main Street which indicated the net loss of conversion from metered 60 degree angle parking to parallel parking (Figure 5).

In order to gain some insight on the salability of the off-street parking program, the Chamber of Commerce, with CDAP staff assistance, undertook a business attitude survey. This survey conducted by members of the Chamber of Commerce and staff reached a broad spectrum of merchants and businessmen in the central business district and sounded their feelings regarding the need and willingness to pay for additional downtown parking. The results of that survey can be found in the CDAP Report entitled "Transportation and Circulation," Report 13, pages 53-69, dated June 1971.

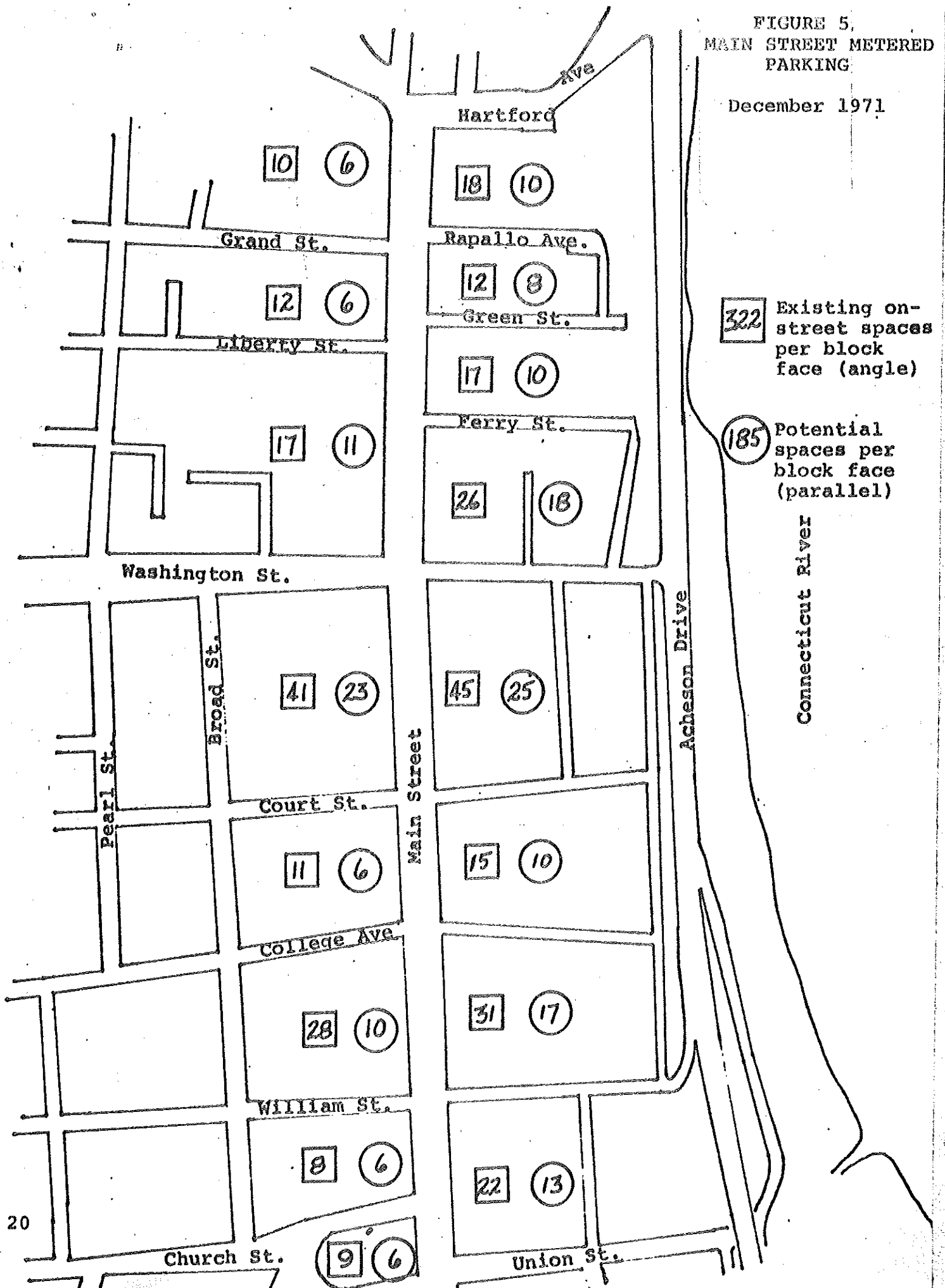
The Municipal Development Committee of the Common Council and the Chamber of Commerce continued to pursue the matter. With the aid of local legislators, Special Act #82 was passed by the 1971 Session of the Connecticut General Assembly and subsequently by the Governor, thereby authorizing the creation of a special taxing district.

A final factor in considering the future of the downtown area is

3. Parking in the Center of City; Wilbur Smith, 1965.

FIGURE 5.  
MAIN STREET METERED  
PARKING

December 1971



the study being conducted on Routes 66 and 9, Berger-Lehman Associates were retained by the State Department of Transportation in late 1970 to prepare corridor studies for these two routes. While the location of a Route 66 corridor is still very much subject to debate (Oct. 1971) the consultants have prepared some traffic volume projections for major segments of Route 66 as it passes through the Middletown area. These figures show that the average daily traffic (ADT) on Main Street between Washington Street and St. John's Square was 17,500 vehicles in 1970. By assuming that no major improvements to Route 66 are made east of Meriden, the 1990 ADT on that same segment was projected to a minimum of 31,000 vehicles.

Preliminary plans were presented in September 1971 showing new interchanges on Route 9 with the downtown area. These plans were reviewed with local staff personnel and altered (subject to Department of Transportation approval) to blend with the proposed "loop" system around the CBD and thus deemphasize the use of Main Street as a major traffic carrier.

## Chapter II

### BROAD AND COLLEGE AREA

#### A. Introduction

As stated in the CDAP Action Program T&C 3-3, the purpose of this chapter is to "consider adequacy of constructing a 300-car minimum decked facility in the vicinity of Broad and College Streets.

#### B. Existing Conditions

##### 1. External Forces

The Middlesex Mutual Assurance Company, with its main office located at 200 Court Street, is desirous of securing land for expansion. The company also owns the building located on the southeast corner of Broad and Court Streets, formerly occupied by The Hartford Electric Light Company. The Middlesex Mutual Assurance Company has expressed an interest in securing land now used by the Middletown Parking Authority along the east side of Broad Street, namely Parking Lot "D", which has a capacity of 83 vehicles. With this land the company would remain centrally located in the downtown and would be adding considerably to both the tax base and labor force.

The boundary of the Metro-South Urban Renewal Project is along the southern edge of the subject block. The Middlesex Theater Building, now owned by the State of Connecticut, lies within the renewal area and has its entrance on College Street. Among the proposals for that structure were those presented by the Hill Development Corporation suggesting that the theater be used in conjunction with a downtown motor inn. Hill further proposed that supporting parking for the inn complex, in addition to the needs generated by existing and proposed office and retail uses in the subject block be provided by a two-level facility with a capacity of nearly 700 cars. This facility was proposed to extend from Court Street to College Street and from County Lane, west, to the rear of the existing Parking Lot "D".

##### 2. Internal Problems

The subject block is fragmented by past and present circulation

patterns and interior lots. County Lane originally traversed the width of the block in a straight line. That alignment exists only to a point opposite the entrance of the old police station. From there County Lane wanders through City property to an 18-foot easement at the rear of the Farmers and Mechanics Bank. From Court Street, County Lane is one-way south; from College Street, County Lane is a two-way street.

County Lane is but 15 feet in width, and its entry from Court Street is restricted by a fence behind the post office and the side wall of the Salvation Army building.

Until the 1950's the parking area immediately south of the Connecticut Bank and Trust Company was the site of the Middletown city hall. Serving that building was a vehicular way linking the old police station area with Main Street which still remains. As such, it is dangerous since it conflicts with mid-block pedestrian movements. Further, the Blau Building has created a "blind" corner.

Further complicating the circulation problem is the former police station, built in 1944. Nearly twenty parking spaces have been allotted around the building in a loose manner, while ten more parking spaces are on the property of the Connecticut Bank and Trust Company (Lot 11). Because there is no divider between the city and bank properties, fifteen to eighteen vehicles can park in this area. A fence would probably reduce the parking capacity of this area by nearly one half.

There are eleven different properties offering parking within the subject block. They are scattered around buildings and for the most part are separated from one another by walls, fences, and vegetation. As a result the provision of parking is inefficient and quite often conflicts with the use of County Lane since cars park in undesignated areas in the right-of-way.

### 3. Relationship to Main Street

The interior of the block maintains certain relationships with Main Street frontages. Parking Lot "D" fronting on Broad Street is reached from County Lane via CBT property, the City property,

and finally a pedestrian easement leased from the Moose Lodge. CBT maintains a rear entrance to its Main Street facility at County Lane, in addition to a drive-in window. Upon completion of business at this facility, vehicles must either leave via the right-of-way behind Farmers and Mechanics Bank, or the alley leading to Main Street.

County Lane also serves a 14-space parking area behind the Blau Building which is used for the tenants of that facility. Twelve of those spaces are reached from County Lane, while two are located parallel and adjacent to the right-of-way leading to Main Street between the Blau Building and the CBT parking area.

Finally there is an 18-foot easement traversing the rear of the Farmers and Mechanics Savings Bank property serving two-way traffic. According to the Town Clerk's records this easement is available to the bank along its entire length. It serves an eighteen-space parking area to the rear of the bank.

#### 4. Land Uses

The nature of buildings fronting Court Street from the subject block is basically quasi-public. They include the Salvation Army Hall, Polish Falcon's Hall, Moose Lodge Hall, plus an apartment building and a cleaning establishment. Within the Polish Falcon's Hall are: Jimmy's Beauty Salon on the first floor, a tailor shop on the second floor, and until recently, a paint store also on the first floor.

The nature of uses across Court Street from the subject block is also predominantly non-retail. They include several insurance firms, a newspaper office, a church, a commercial printing firm, and a book store. Court Street is clearly not a prime commercial area. There are nine dwelling units associated with the properties facing Court Street, eight of which are located in two buildings on the Moose Lodge property. The ninth is a house located to the rear of the Salvation Army Hall with direct access to County Lane.

The nature of College Street is mixed commercial-residential. The buildings located at 118-120 College Street and 130 College Street in the subject block are strictly residential, while the structures

at 122 and 138 College Street are mixed residential-commercial uses. Across from the subject block on College Street is the entrance to the old Middlesex Theater plus a number of small shops, thus establishing a more commercial character to College Street as opposed to Court Street.

#### 5. Use and Condition of Individual Properties

The following is a detailed description of those properties which might be considered for a parking area, including their current assessed values as recorded in the Tax Assessor's office.

-----  
Address: 197 Court Street

Tax Assessor's Number: Map 22, Block 17-55, Lot 6

Lot Size: 22' x 130' or 2,600 sq. ft.

Front Foot Price: \$558

Building Coverage: 1,357 sq. ft.

Use: Commercial: Best Cleaners

Type of Building: One story, stucco and frame building with basement.

Age and Condition: Building is old and in fair condition. Wood sills and frames around windows show signs of age and weathering.

Assessed Value: Land - \$7,250; Improvements - \$4,730; Total - \$11,980.

Remarks: An unused truck dock is located to the rear of the building. Building abuts an adjacent Middlesex Mutual Assurance Company facility. The rear yard is unused and vehicular access must be gained from adjacent Moose property.

-----  
Address: 191-195 Court Street

Tax Assessor's Number: Map 22, Block 17-55, Lot 7

Lot Size: 18,580 sq. ft. with frontage of 52 feet; "T" shaped property.

Front Foot Price: Court Street - \$702; rear sections - \$138 & \$84.

Building Coverage: 2,215 sq. ft.

Use: Residential apartment building; 6 apartment units.

Type of Building: Three-floor plus basement; frame building with asbestos siding.

Number of Rooms: Two apartments (first floor) each with four rooms plus bath; second floor: two apartments, five rooms plus bath and four rooms plus bath; third floor: Two apartments each with three rooms plus bath.

Age and Condition: Construction date unknown; building is old. Stone foundation in good condition; wood surfaces and windows

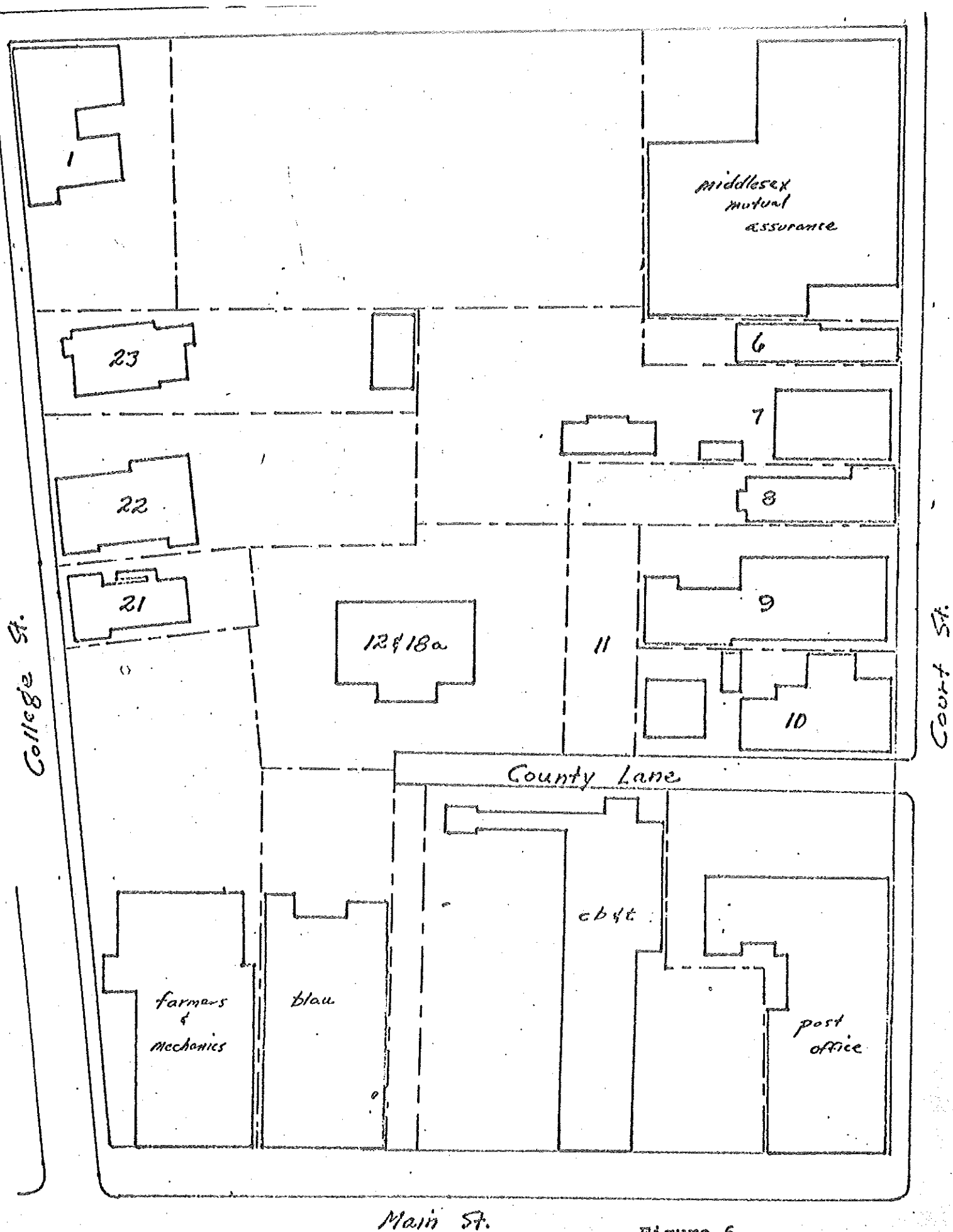


Figure 6  
1" = 60 feet



showing wear and side and front porches sagging and out of plumb. Overall building in fair condition. Interior might be fair to poor.

Assessed Value: Land - \$23,040; Improvements - \$16,900; Total - \$39,940.

Remarks: This building is one of two situated on the subject property. The entrance to five units is gained from the front porch, while the sixth unit is gained from the driveway serving the rear parking area on the west side of the building.

---

Address: Rear 191-195 Court Street (building only)

Tax Assessor's Number: Map 22, Block 17-55, Lot 7.

Building Coverage: 948 sq. ft.

Use: Two-family residential

Type of Building: Two story plus basement; frame covered with asbestos siding.

Number of Rooms: Two units, each with four rooms and bath.

Age and Condition: The structure is quite old. Cracks in the brick foundation and all wood surfaces showing extreme wear and weathering. Building judged to be in fair condition.

Assessed Value: Improvements - \$6,560; Total - \$6,560.

Remarks: The structure is so situated that it is surrounded on three sides by parking with only a minimal amount of green space or open area between it and the primary structure which faces Court Street. These two buildings containing eight dwelling units offer very little in the way of residential amenities and are deemed an inappropriate use for their location.

---

Address: 189 Court Street

Tax Assessor's Number: Map 22, Block 17-55, Lot B.

Lot Size: 30' x 160' or 4,800 sq. ft.

Front Foot Price: \$618

Building Coverage: 2,218 sq. ft.

Use: Quasi-public - Moose Lodge Hall

Type of Building: Two-story plus basement - masonry.

Number of Rooms: Unknown, four toilet rooms.

Age and Condition: Construction date unknown; building known to be old; Exterior condition fair to good.

Assessed Value: Land - \$12,050; Improvements - \$13,430;  
Total - \$25,480.

Remarks: Access to the rear of the building is gained via a one-way drive which enters from Court Street on the Polish Falcon property immediately to the east.

---

Address: 183 Court Street  
Tax Assessor's Number: Map 22, Block 17-55, Lot 9.  
Lot Size: 60' x 125' or 7,500 sq. ft.  
Front Foot Price: \$546  
Building Coverage: 4,780 sq. ft.  
Use: Primary use - Polish Falcon's Fraternal Hall; Three commercial spaces - a beauty salon, a vacant commercial space on first floor; tailor shop on second floor.  
Type of Building: Three and one-half floor brick construction.  
Number of Rooms: Unknown; 7 toilet rooms.  
Age and Condition: Year of construction unknown. However, building is old and on exterior basis in fair to good condition. All wood surfaces appear in good condition and maintenance level seems high.  
Assessed Value: Land - \$21,290; Improvements - \$45,340; Total - \$66,630.  
Remarks: Until recently the Rich Paint Store was located in the first floor of this building. The two remaining businesses are personal services. Except for the driveway on the west side of the property, the building almost fully occupies the property.

---

Address: 179 Court Street  
Tax Assessor's Number: Map 22, Block 17-55, Lot 10  
Lot Size: 50' x 125' or 6,250 sq. ft.  
Front Foot Price: \$546  
Building Coverage: 3,060 sq. ft.  
Use: Quasi-public; Salvation Army Hall  
Type of Building: Two story masonry (brick); one-car garage also brick.  
Number of Rooms: Unknown, two toilet rooms.  
Age and Condition: Date of construction unknown. Building listed as old. The conditions appear to be fair to good.  
Assessed Value: Land - \$17,750; Improvements - hall: \$32,100; garage: \$320; Total - \$50,170.  
Remarks: This building is a converted bank; date of conversion unknown; it occupies the full width of the lot. There is no on-site parking provided except in conjunction with the residential structure in the rear. The building is constructed on the right-of-way line of County Lane. Garage used for storage.

---

Address: Rear 177 Court Street (building only)  
Tax Assessor's Number: Map 22, Block 17-55, Lot 10  
Building Coverage: 840 sq. ft.  
Use: Single family residential  
Type of Building: Two story frame with basement

Number of Rooms: Unknown

Age and Condition: Date of construction unknown. Building considered old. However, on an exterior basis, the building appears to be in fair to good condition. All wood surfaces are in good condition and the building appears to be kept in a high state of maintenance. However, there is a slight sag in the roof.

Assessed Value: Improvements - \$6,680; Total - \$6,680.

Remarks: Building is hemmed in by County Lane and CBT parking to the south. There is minimal yard space behind the structure. As such the use for residential purposes is generally undesirable for its location.

---

Address: 171 Court Street

Tax Assessor's Number: Map 22, Block 17-55, Lot 11.

Lot Size: 38' x 110' or 4,180 sq. ft.

Front Foot Price: \$510

Building Coverage: None

Use: Connecticut Bank and Trust Company parking area.

Assessed Value: Land - \$10,180; Improvements - \$400 (paving);  
Total - \$10,580.

Remarks: This property has 10 parking spaces on it. Since there is no fence between this property and the city property immediately to the south, a portion of the city property is used for backing out of parking spaces, thus increasing the efficiency or usability of this area. The property has frontage on County Lane.

---

Address: Rear Main Street (old police station)

Tax Assessor's Number: Map 22, Block 17-55, Lot 12 & 18a

Lot Size: Irregular configuration; 16,430 sq. ft.

Front Foot Price: Varies

Building Coverage: 2,962 sq. ft.

Use: Recreation Department City of Middletown for arts, crafts and other activities.

Type of Building: Two-floor, plus basement-brick. Originally constructed as police station.

Number of Rooms: Unknown. Building includes six cells and bullpen.

Age and Condition: Structure built in 1944. Condition good.

Assessed Value: Land - \$31,220; Improvements - \$56,600;  
Total - \$87,820.

Remarks: The building was originally constructed as a police station at a time when the city hall was on Main Street immediately to the east of the subject property. The building has been used for a number of municipal purposes, including the senior citizen's and the recreation department. Its

central location within the block represents a major impediment to the development of the block for parking purposes. County Lane wanders through the south east portion of this parcel and approximately twenty parking spaces are scattered about the property.

---

Address: 118-120 College Street  
Tax Assessor's Number: Map 22, Block 17-55, Lot 21  
Lot Size: 41' x 93' or 3,813 sq. ft.  
Front Foot Price: \$156  
Building Coverage: 1,286 sq. ft.  
Use: Residential, three families  
Type of Building: Two-floor frame building  
Number of Rooms: 1st floor: two apartments, four rooms and bath; 2 rooms plus bath; 2nd floor, six rooms plus bath.  
Age and Condition: Structure built 1892. Condition-fair. Wood sills and frames show weathering.  
Assessed Value: Land - \$2,700; Improvements - \$7,620; Total - \$10,320.  
Remarks: Property offers no on-site parking. There are several large trees located along the rear property line.

---

Address: 122-124 College Street  
Tax Assessor's Number: Map 22, Block 17-55, Lot 22  
Lot Size: 75' x 170' or 12,580 sq. ft.  
Front Foot Price: \$212  
Building Coverage: 2,914 sq. ft.  
Use: Mixed commercial-residential. 1st floor - Instant Printing, a barber shop, two residential units. 2nd floor - three residential units. Rear parking area (spaces leased) with a capacity for 30 vehicles.  
Type of Building: Three floors plus basement, frame on original structure. Front conversion of brick.  
Number of Rooms: Numerous. Five bathrooms plus one toilet room included in building. 1st floor dwelling unit - 4 room and 5 room apartments; 2nd floor dwelling units - 5 room, 4 room and 3 room apartments.  
Age and Condition: The original building is one of the oldest houses in Middletown. The commercial addition was added around 1951 to the front of the building. On exterior basis, the general condition is fair to good over the entire structure.  
Assessed Value: Land - \$10,200; Improvements - \$16,380; Total - \$26,580.  
Remarks: A portion of this property is a commercial parking lot. The Assessor's records indicate that there are 7,500 square feet of paving on this parcel.

---

Address: 128-130 College Street  
Tax Assessor's Number: Map 22, Block 17-55, Lot 23  
Lot Size: 50' x 176' or 8,800 sq. ft.  
Front Foot Price: \$216  
Building Coverage: 1,673 sq. ft. main building, plus 836 sq.  
ft. for garage. Total - 2,509 sq. ft.  
Use: Two-family residential.  
Type of Building: Two story plus basement, brick.  
Number of Rooms: 1st floor - unknown; 2nd floor - five and one-  
half rooms plus bath.  
Age and Condition: Structure built 1862. Condition fair to good.  
Assessed Value: Land - \$4,560; Improvements - house \$10,270,  
garage \$940; Total - \$15,770.  
Remarks: At the rear of the parcel there is a one-story, five-  
car, masonry garage in good condition.

---

Address: 138-142 College Street  
Tax Assessor's Number: Map 22, Block 17-55, Lot 1  
Lot Size: 135' x 70' or 9,457 sq. ft.  
Front Foot Price: \$138  
Building Coverage: 3,363 sq. ft.  
Use: 1st floor Broad Street side: Quality Cleaners. 1st floor  
College Street side: College Music Store. 2nd and 3rd floors,  
three dwelling units.  
Type of Building: Three floors plus basement from building with  
brick commercial additions. It appears that numerous additions  
have been made onto what was originally a very old residential  
structure.  
Number of Rooms: 2nd floor - 2 five-room apartments; 3rd floor  
one five-room apartment.  
Age and Condition: Building is very old. Exterior condition is  
fair.  
Assessed Value: Land - \$13,640; Improvements - \$20,520;  
Total - \$34,160.  
Remarks: The first floor commercial addition was made to this  
structure about 1953. The building is obviously very old and  
originally intended for residential use. There have been num-  
erous additions and changes to its configuration. On the  
premises there is parking for 14 vehicles.

---

### C. Planning Considerations

The subject block is bounded on the west by Broad Street, which is planned to become a major link in the loop system around the central business district. As such Broad Street will play an important role in serving off-street parking areas. The removal of

Parking Lot "D" from Broad Street will necessitate the creation of a strong relationship with either College or Court Streets, or both, to Broad Street in order to carry the vehicles from the proposed parking area to the loop road. This may require the acquisition of some land along either College and/or Court Street for access to the parking site.

Ideally a parking lot in this area should allow some commercial usage along its block face (cities with parking structures have overcome this problem by allowing storefronts on the lower levels, while the upper level(s) is used strictly for parking purposes.) Since it is the initial intent of this project to acquire land for the first phase of the parking program, i.e., surface parking, it will be necessary to acquire and demolish some structures.

It would seem desirable to have ingress and egress on both College and Court Streets in order to avoid the necessity of traffic moving onto Main Street in order to go around the block. The vehicular circulation should also take into consideration the existing and future servicing of the CBT drive-in window facility, the Blau Property with its 14-space parking area; and the Farmers & Mechanics Savings Bank, with its 18-space rear parking area.

While the movement of vehicles is of primary importance, pedestrian circulation must also be considered. The alley abutting the Blau Building, should be closed to vehicular traffic and reserved for pedestrian movement only. This would function as the primary walking easement from the parking area to Main Street. In addition, it will be essential that pedestrian access be provided to the other three surrounding streets, so that the parking facility can play a totally supportive role in serving all existing and future uses of the subject block.

Data developed through the Chamber of Commerce indicates that the future parking demand generated in this block alone will be about 300 spaces. These projections were made considering only the major uses of the block and their projected expansions. Therefore, the chosen parking site should be of sufficient area to accommodate at least one-hundred fifty vehicles on the ground level and it should be of regular configuration to accommodate a deck at a later date, giving the facility the total capacity of around 300 vehicles. Consideration will have to be given to the location of ramping facilities particularly as they relate to the topographical characteristics of the block.

In planning this parking facility, there are several limitations which must be recognized. First the uses lying to the east of County Lane, i.e., the post office, CBT, Blau Building, and Farmers & Mechanics Bank should not be disturbed. These are valuable Main Street uses. Secondly, the Middlesex Mutual Assurance Company building on the southern corner of Broad and Court Streets must remain and that the present parking area "D" will become a future expansion area for the insurance company. Thus the corner property on College and Broad Streets, is of no value for municipal parking.

The potential site for a parking area must begin with a core. That core is composed of the City of Middletown property (where the police station is located), the CBT parking lot to the north, the rear of the Moose Lodge property on which a two-family structure is located, and the rears of two properties fronting College Avenue. The above area provides a site slightly in excess of an acre, which is rectangular in shape and essential for establishing a parking facility within this block.

#### D. Alternatives and Costs

The estimated costs for the parking alternatives shown on these pages, including subsequent chapters of this report, were derived as the sums of the following factors:

- land and building acquisition costs
- real estate appraisal fees
- legal fees
- building demolition costs
- residential and commercial relocation costs
- storm sewer construction costs including catch basins,  
manholes and pipe
- site preparation costs including grading, sub-base, asphalt,  
curbing, surface drainage, re-enforcing of sidewalks
- lighting costs including underground wiring
- parking structures, where applicable
- contingencies (15% of above)

For the purposes of this report, the various alternatives have been summarized to show in tabular form the total number of parking spaces, the total project costs and the costs per parking space.

The estimated costs for the schemes shown in Figures 7 through 11 are:

Figure	7	8	9	10	11
No. parking spaces	135	122	200	208	200
Project Cost*	\$516,925	\$412,965	\$890,905	\$699,950	\$676,585
Cost per space	\$ 3,829	\$ 3,385	\$ 4,454	\$ 3,365	\$ 3,383

\*Does not include sale of all or portion of Parking Lot "D"



Block 5.

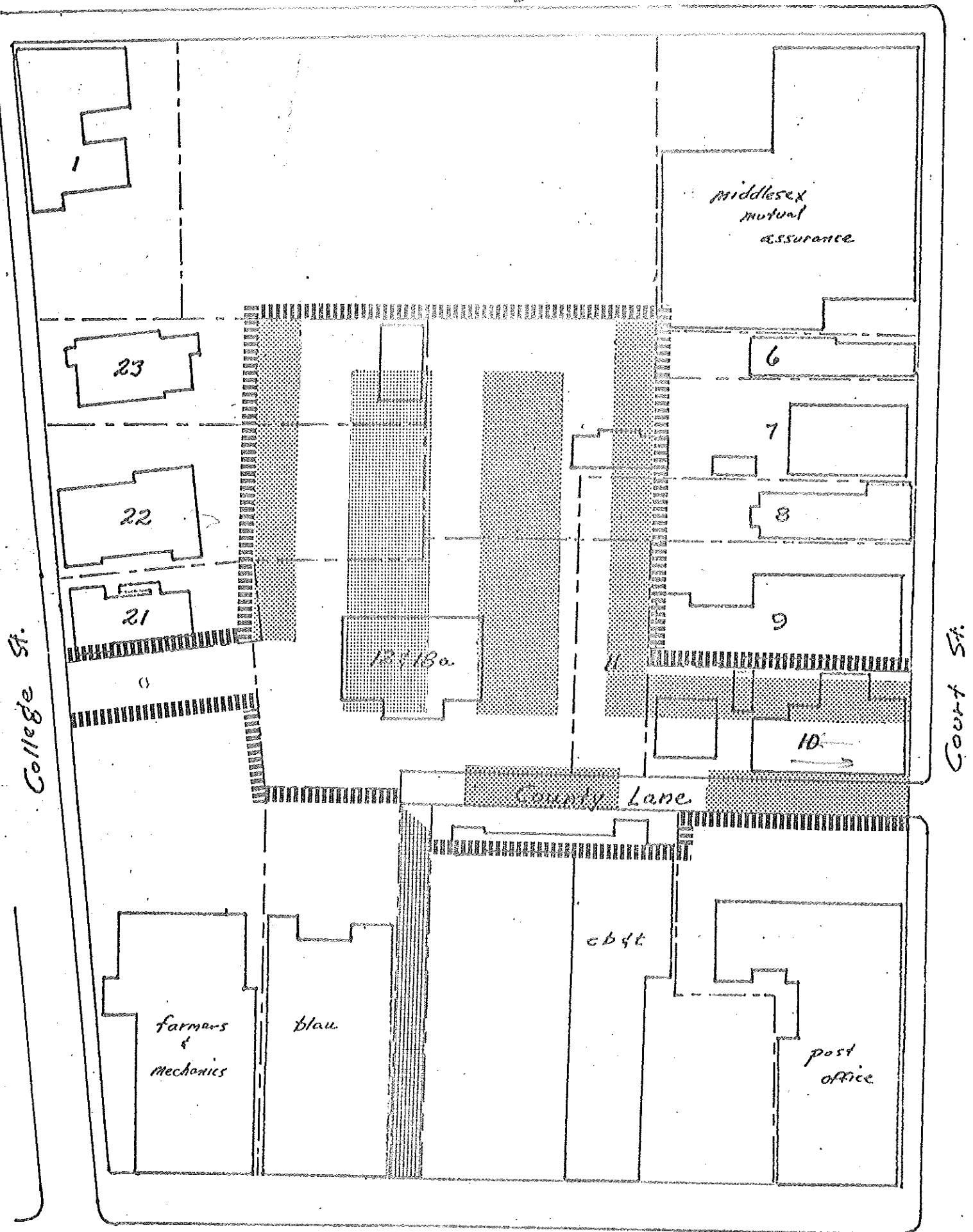


Figure 7  
135 spaces  
1" = 60 feet

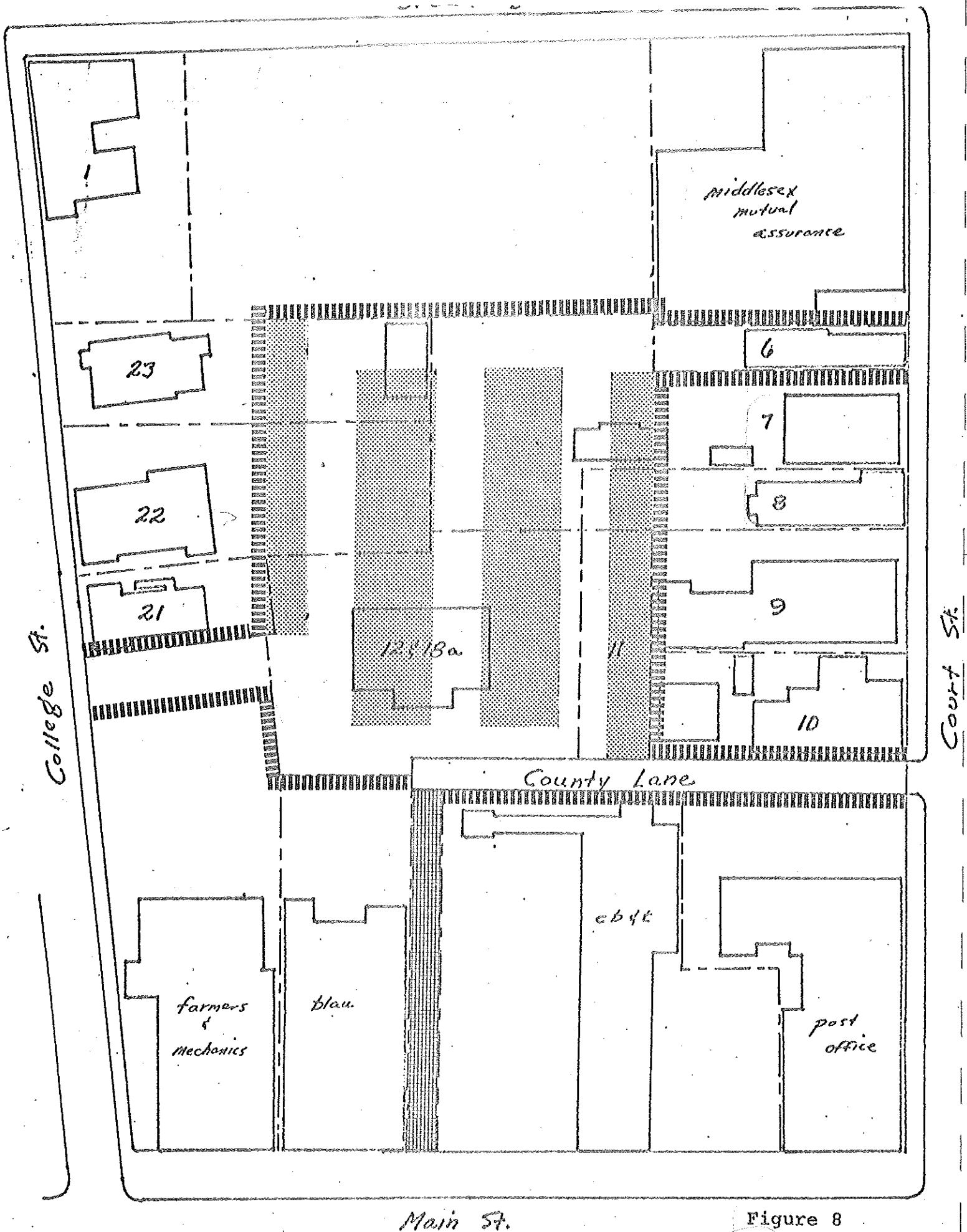


Figure 8  
 122 spaces  
 1" = 60 feet

Brook St.

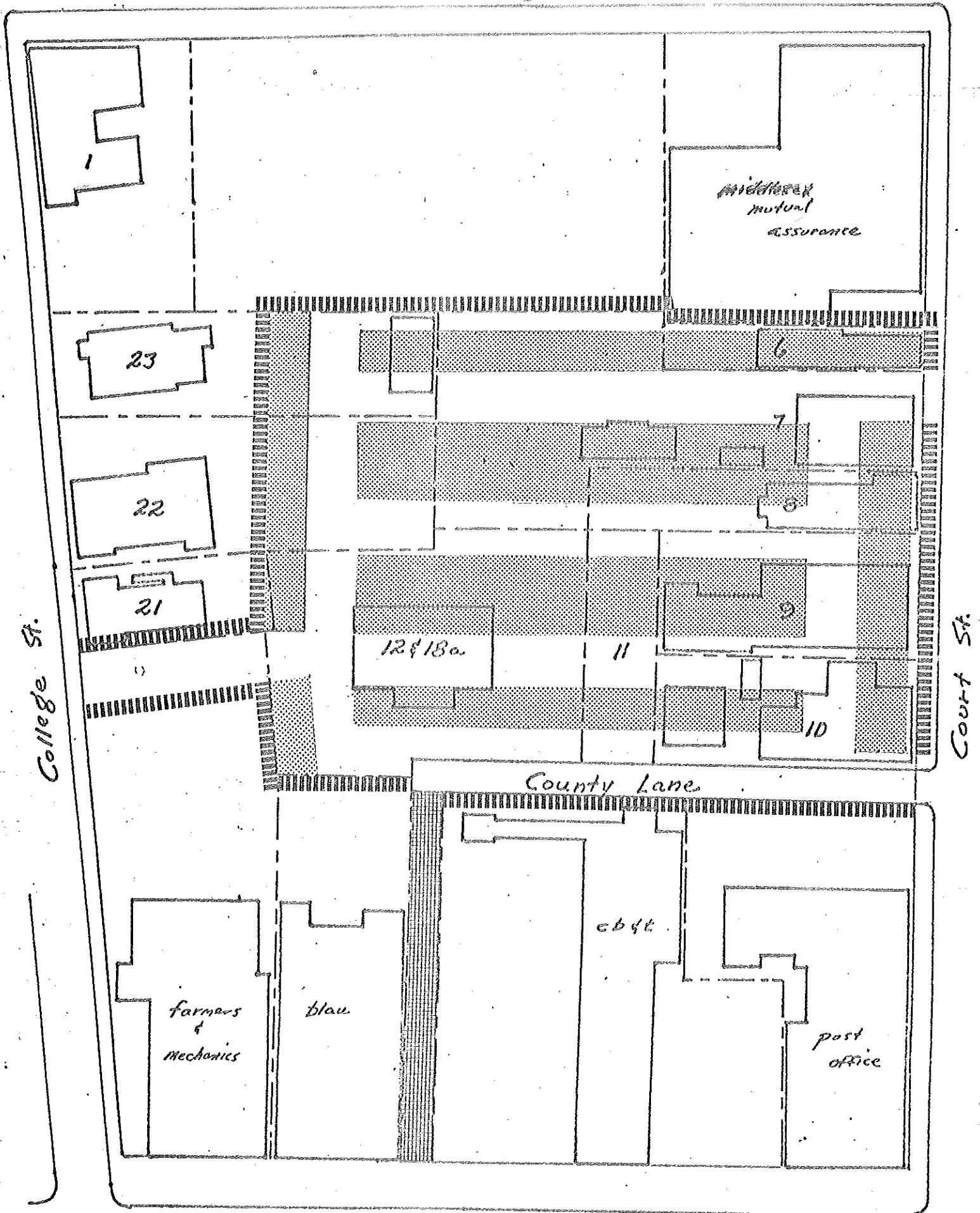
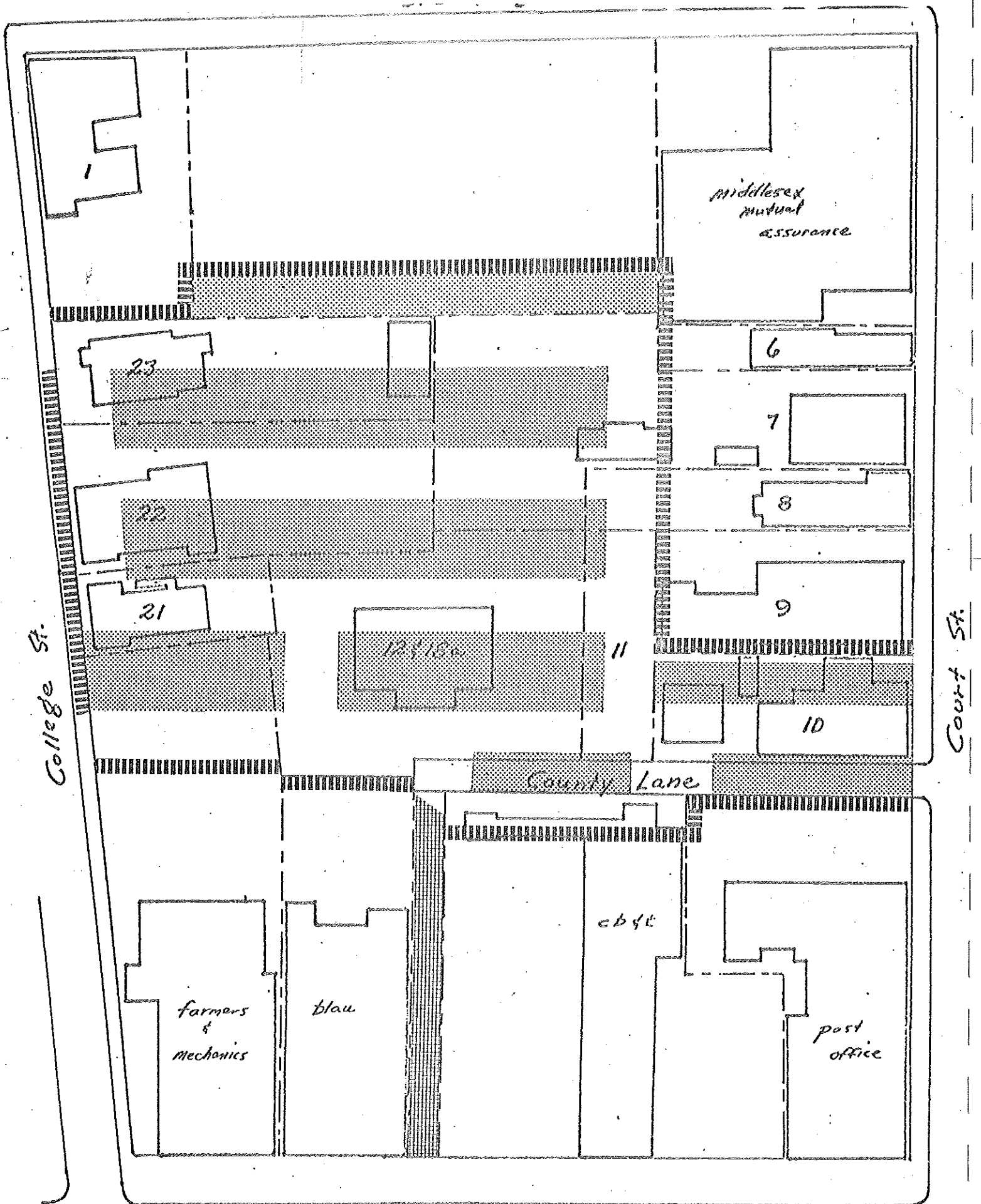
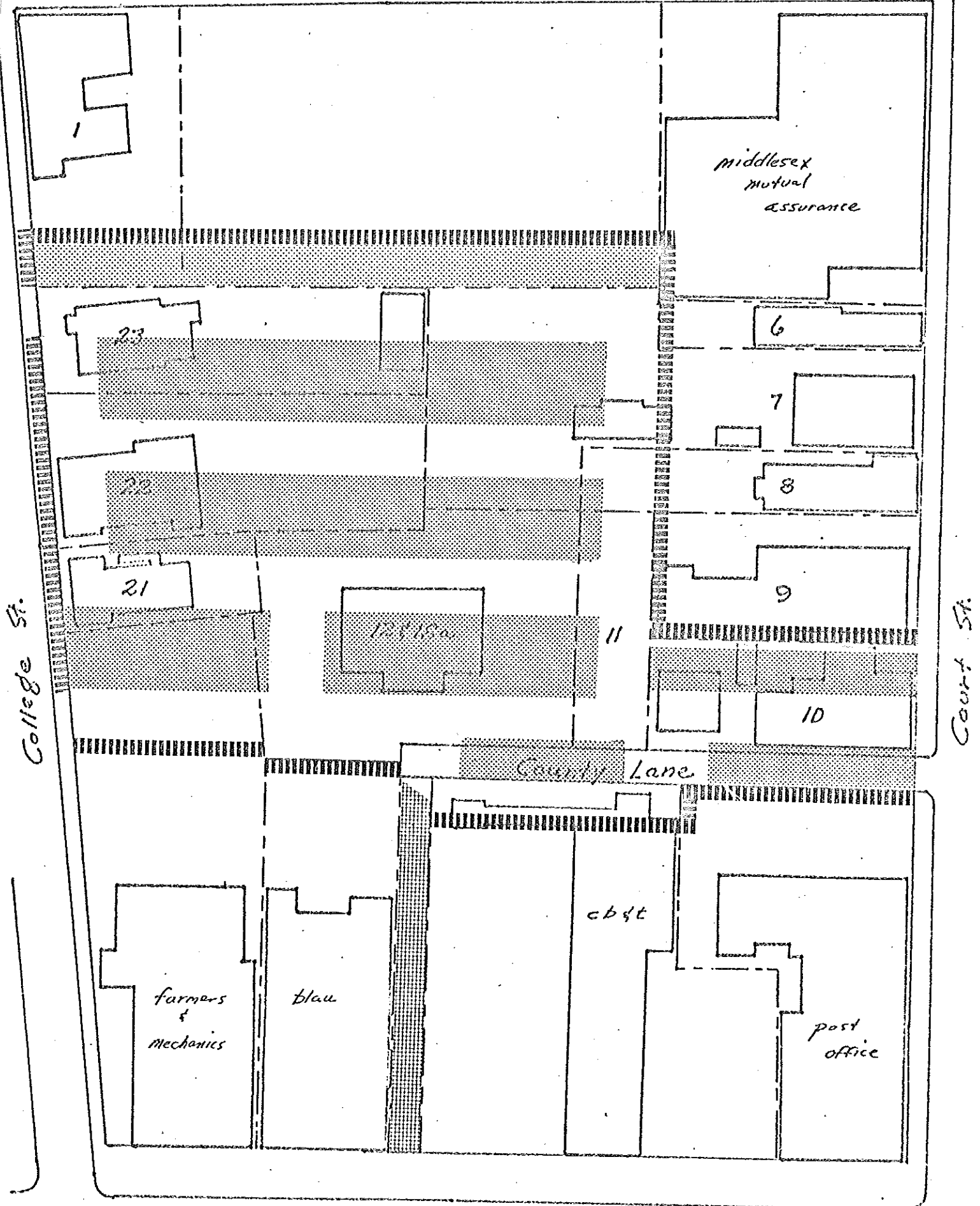


Figure 9  
200 spaces  
1" = 60 feet



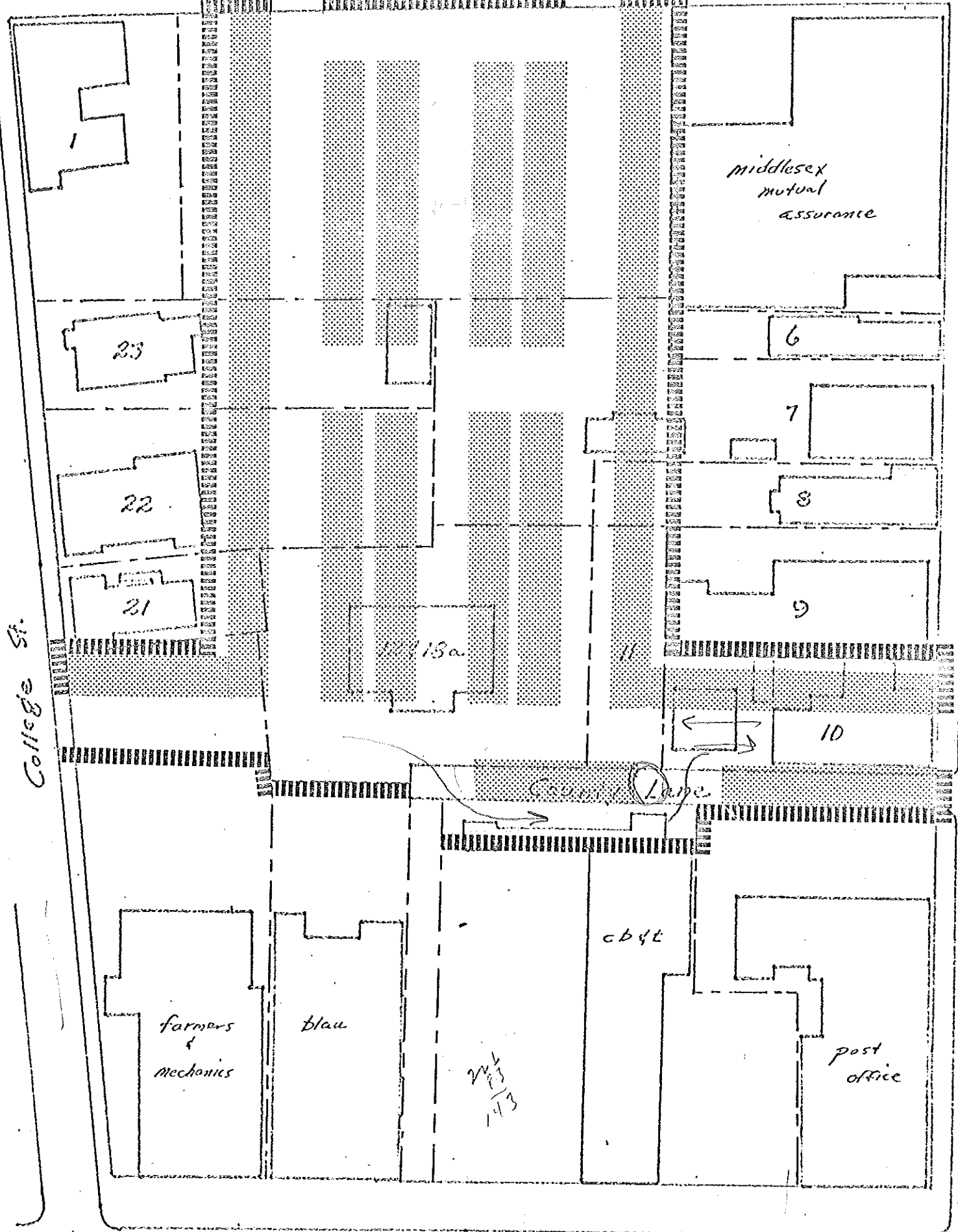
Broad St.



Main St.

Figure 10(a) 216 spaces  
(decked - approx. 400 spaces)  
1" = 60' 38(a)

Broad St.



Court St.

Main St.

Figure 10(b) 226 spaces  
(decked - approx. 400 spaces)  
1" = 60'

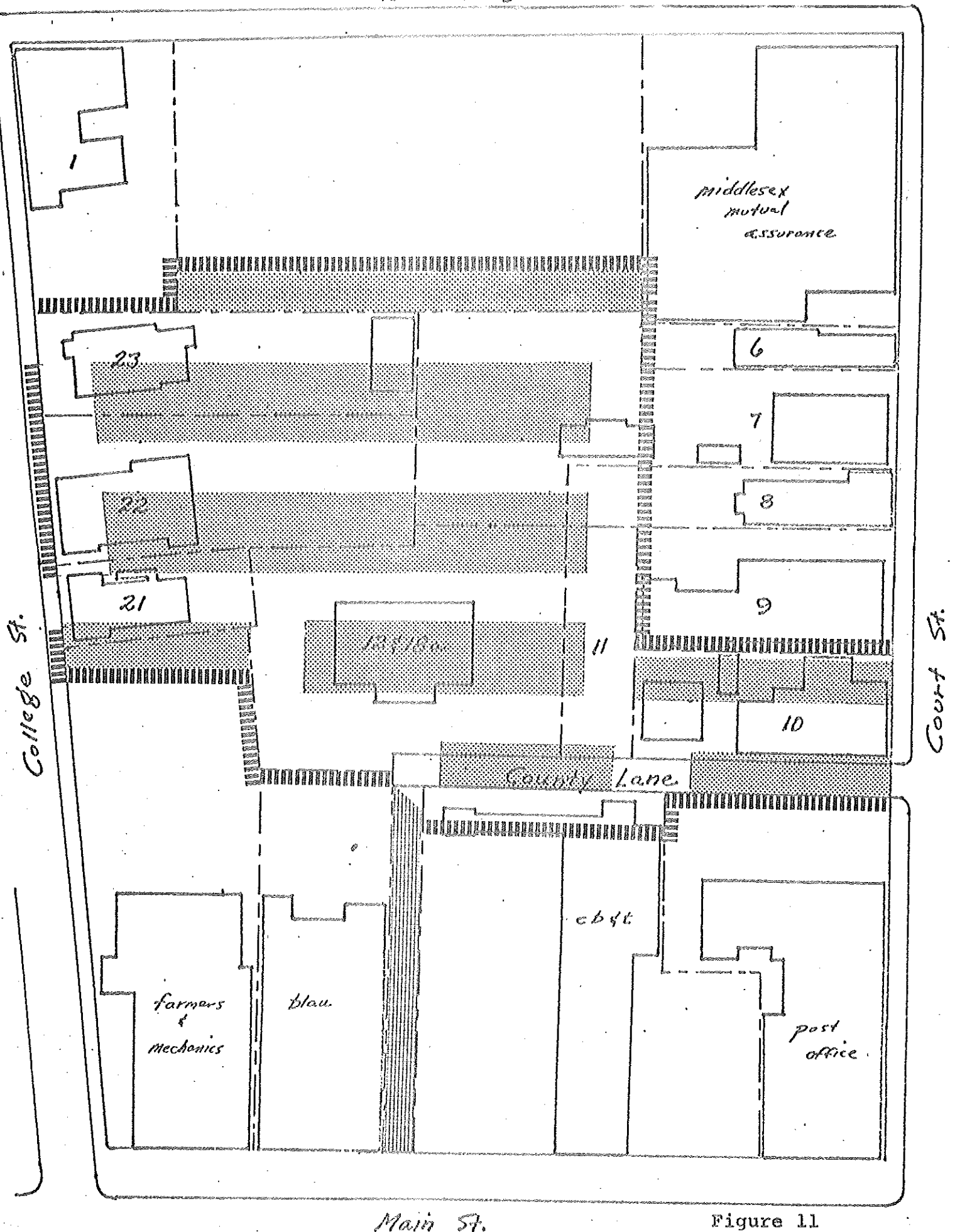


Figure 11  
 200 spaces  
 1" = 60 feet

## Chapter III

### BROAD AND WASHINGTON AREA

#### A. Introduction

As stated in the CDAP Action Program T&C 3-5, the purpose of this chapter is to consider the feasibility of constructing a "decked parking facility at the corner of Broad and Washington Streets."

#### B. Existing Conditions

##### 1. External Forces

Parking Lot "A" intercepts traffic flowing easterly on Washington Street and serves the parking needs of the numerous office type uses on the westerly side of Broad Street as well as Main Street uses north of Washington Street. Because of the lack of long-term parking in this portion of the downtown business district, Parking Lot "A" is particularly valuable and its occupancy rate is high.

The Parking Authority staff reports that the 47 ten-hour stalls are consistently filled, while the 73 three-hour stalls are fully occupied in the morning and 60-75% occupied in the afternoons, except on Fridays, when the entire lot is normally filled. The apparent reason for the heavy morning usage is the number of early shopping trips, doctors' appointments, etc., which tend to diminish in the early afternoon hours.

##### 2. Internal Problems

Parking Lot "A" is of irregular configuration and in its present shape not suitable for decking. The primary intent of its study is to determine the most feasible methods to create a regular area for the construction of a second deck.

In addition, there are circulation difficulties. There is a 20-foot wide right-of-way immediately behind the buildings fronting Main Street, from Washington Street to the Holy Trinity Church which serves both truck unloading and as access to a 23-space private parking area. In order to gain access to the loading docks,



large trucks must back in this alley from Washington Street and in the process block all traffic movement on Washington Street.

The Church of the Holy Trinity complex, extending from Main Street to Broad Street and encompassing three parcels, is a physical barrier for several reasons. First there is an obvious interdependent relationship among these properties. Secondly, as tax exempt properties, the Parking Authority or any other similar organization operating with the powers of the General Statutes are without power to acquire them by eminent domain.

### 3. Relationship to Main Street

For the pedestrian there are three ways of going from Parking Lot "A" to Main Street. One is through the rear of City Savings Bank; the second through the rear entrance of Penney's and the third by Washington Street.

Access to the rears of City Savings Bank or Penney's is via a gate at the extreme easterly fence line behind the F.L. Caulkins repair shop.

It is reported that at one time the Parking Authority attempted to gain pedestrian access privileges along the northern side of the Church of the Holy Trinity. However, due to the pitch of the Church's roof and the fact that accumulated snow falls on to the driveway during the winter months, the idea was rejected. Recognizing that the City Savings Bank and Penney's rear entrance are only available during business hours, Washington Street is the only permanent way of reaching Parking Lot "A".

The area between the rears of stores facing Main Street and the gate from Parking Lot "A" is occupied by the Home National Bank with frontage on Washington Street and by a combination 23-space parking area and underground passage from the lower retail floor of Penney's. A high fence projects above the surface around the storage area protecting the roof and mechanical equipment.

### 4. Land Use

The Church of the Holy Trinity complex consisting of the church building and two residential structures lie to the south of the

parking lot and extend from Main Street to Broad Street.

There are four properties on the "inside" of the parking lot near Broad and Washington Streets. Originally all residential, one has been completely converted to offices, one to commercial, one has been demolished for parking while the fourth building, fronting on Washington Street, is residential with a retail extension on the front. Other uses on Washington Street include a used car lot and a bank. The frontages on Main Street are all commercial.

Across Washington Street from the subject block, the uses are predominantly commercial and include a restaurant, an automobile agency, an automobile repair shop, residences, a retail and office building on the corner of Wetmore Place, optical offices, American Legion Post #75, and a retail artist supplies store.

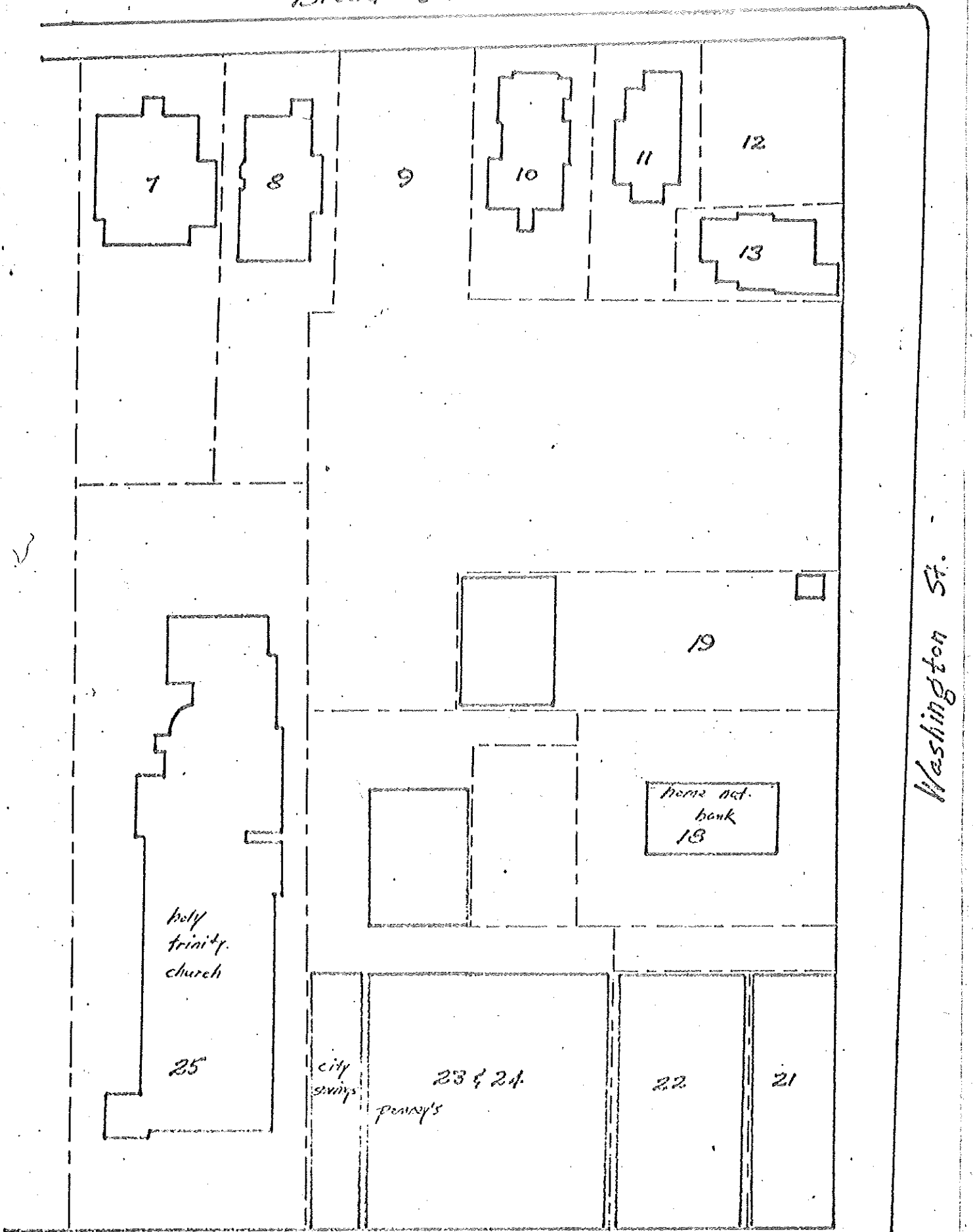
Across from the subject area on Broad Street are several residential structures associated with St. Sebastian's Church and several residential structures which have been converted to office uses.

#### 5. Use and Condition of Individual Properties

The following is a detailed description of those properties which might be considered for a parking area including their current assessed values as recorded in the Tax Assessor's Office.

-----  
Address: 148 Broad Street  
Tax Assessor's Number: Map 22, Block 17-51, Lot 8  
Lot Size: 60' frontage - 11,153 sq. ft.  
Front Foot Price: \$339  
Building Coverage: 2,076 sq. ft.  
Use: Residential - affiliated with Church of the Holy Trinity.  
Type of Building: Three floors plus basement; frame with aluminum siding added in 1969.  
Age and Condition: Date of construction unknown. Building in fair to good condition.  
Assessed Value: Land - \$12,730; Improvements - \$13,610;  
Total - \$26,340.  
Remarks: This property, due to its Church affiliation is tax exempt and therefore cannot be condemned by the Parking Authority. To the rear of the house a children's playground is located which is associated with a day care program of the church. The level of maintenance of this property is high.

Broad St.



Washington St.

Main St.

Figure 12  
1" = 60 feet

Address: 158 Broad Street  
Tax Assessor's Number: Map 22, Block 17-51, Lot 10  
Lot Size: 57' x 120' or 6,840 sq. ft.  
Front Foot Price: \$267  
Building Coverage: 2,063 sq. ft.  
Use: Commercial office space - Coughlin and Coughlin Insurance  
and Coughlin and Pattee Real Estate.  
Type of Building: Three story plus basement; frame with siding.  
Age and Condition: Original residential structure old. Completely  
converted and remodeled in 1970 with siding added. Condition  
is good.  
Assessed Value: Land - \$8,680; Improvements - \$17,250; Total -  
\$25,930.  
Remarks: A gravel parking area is located to the rear of the  
structure with access directly to the parking authority  
facility thus eliminating the usage of one and possibly two  
potential metered spaces. When viewed, the driveway located  
on the south side of the structure was not used as access  
to the rear parking area, but rather for parking. There-  
fore, there is complete dependence upon the rear opening in  
the fence of Parking Lot "A" in order to reach the seven  
scattered outside spaces behind the subject building and  
the property immediately to the north, plus the three garage  
spaces located in the basement of the subject building.

A warranty deed filed in the Town Clerk's office when the City  
took title to land for parking lot "A" states: "As a part  
consideration hereof the grantee agrees to grant to the grantor  
and his heirs or assigns a right of way not less than ten feet  
wide for perpetual use and a contiguous accommodation for  
solely residential purposes over the within described parcel  
of land for the purpose of ingress and egress to and from  
the grantor's adjoining land on the west, said right-of-way  
being limited to the use of the grantor, his heirs and as-  
signs, their tenants and invitees." It would appear that  
since this property is no longer in residential use that the  
right-of-way could be terminated.

---

Address: 160 Broad Street  
Tax Assessor's Number: Map 22, Block 17-51, Lot 11.  
Lot Size: 50' frontage; 5,600 sq. ft.  
Front Foot Price: \$267  
Building Coverage: 2,372 sq. ft.  
Use: Commercial - Sastry's; converted from residential in 1971.  
Type of Building: Two-story frame building with siding; stone  
foundation.  
Number of Rooms: 1st floor - four rooms plus bath; 2nd floor -  
four rooms plus bath.

Age and Condition: Building old; date of construction unknown; exterior maintenance of building moderate.

Assessed Value: Land - \$5,550; Improvements - \$11,080; Total - \$16,630.

Remarks: Six parking spaces (2 rows stacked) located behind structure with access from Parking Lot "A". Two asphalt parking spaces located in front yard with access to Broad Street. Second of two contiguous properties owned by Coughlin and Coughlin.

-----  
Address: Corner of Broad and Washington Streets

Tax Assessor's Number: Map 22, Block 17-51, Lot 12

Lot Size: 81' x 68' or 5,508 sq. ft.

Front Foot Price: \$272

Use: Parking Lot for R. B. Brainard Agency, Inc.

Assessed Value: Land - \$14,320; Improvements - \$610 (paving)  
Total - \$14,930

Remarks: Access to property from both Washington and Broad Streets. Capacity of lot approximately 15 vehicles. Property buffered by hedge along surrounding streets.

-----  
Address: 125 Washington Street

Tax Assessor's Number: Map 22, Block 17-51, Lot 13

Lot Size: 45' x 70' or 3,150 sq. ft.

Front Foot Price: \$292

Building Coverage: 1,737 sq. ft.

Use: Commercial - Steve's Package Store; residential - 3 apartment units.

Type of Building: Three stories with basement; frame with siding; stone foundation.

Number of Rooms: 1st floor - package store plus one apartment with bath; 2nd floor - two three-room apartments with shared bath.

Age and Condition: Building old; condition fair; structure needs maintenance particularly the front porch which is in bad condition; wood trim is showing obvious signs of weathering.

Assessed Value: Land - \$6,530; Improvements - \$10,200; Total - \$16,730.

Remarks: Steve's Package Store is a cinder block addition to an original residential structure. The basement of this building is used for storage for the package store.

-----  
Address: 115 Washington Street

Tax Assessor's Number: Map 22, Block 17-51, Lot 19

Lot Size: 65' x 184' or 11,960 sq. ft.

Front Foot Price: \$436

Building Coverage: Repair Shop - 2,629 sq. ft.; office - 195 sq. ft.

Use: Commercial - F. L. Caulkins Auto Company; used car lot and automobile repair facility.

Type of Building: One-story cinder block construction approximately 12 feet high; three overhead doors (one double bay).

Age and Condition: Repair building constructed in 1954. Building appears to have been built in two sections. Condition fair to good.

Assessed Value: Land - \$18,420; Improvements: Repair Facility - \$10,290; office - \$630; Paving - \$1,270; Total - \$30,610.

Remarks: Automobile agencies by their very nature demand large amounts of space for display of their new and used vehicles. This property as a used car lot is, according to normal planning principles not the highest and best use of commercial land in a central business district. This is particularly true since the property is on a main thoroughfare and less than 300 feet from Main Street proper. Uses of this nature are not now permitted in a B-3 zone and therefore this constitutes a nonconforming use.

---

Address: 111 Washington Street

Tax Assessor's Number: Map 22, Block 17-51, Lot 18

Lot Size: 101' x 125' or 12,625 sq. ft.

Front Foot Price: \$364

Building Coverage: 1,860 sq. ft.

Use: Commercial - Home National Bank and Trust Co.

Type of Building: One-story cinder block and brick

Age and Condition: Structure built in 1969; condition excellent

Assessed Value: Land - \$23,890; Improvements: Building - \$42,720; Paving - \$660; Total - \$67,270.

Remarks: The property contains 14 parking spaces for bank patrons with ingress located on the westerly side of property and egress adjacent to the rears of buildings facing Main Street. As such this constitutes a traffic problem, particularly during the busy hours of Washington Street, when cars leaving the bank facility attempt to enter the flow of traffic which is usually backed up past the bank from the traffic signal at Main Street. The entry of motor vehicles at this point is most unfortunate.

---

### C. Planning Considerations

The area under consideration is bounded on the west by Broad Street and on the north by Washington Street. Broad Street is planned to become a major link in the loop system around the central business district and hopefully will be continued northerly beyond Washington Street, through the property now occupied by the Color Mart. Washington Street (Route 66) is and

will continue to be a vital link from the western portion of Middletown. As such, the importance of a parking facility at this location to intercept traffic from the west will increase in the future.

Currently, Parking Lot "A" provides ingress and egress from both Washington Street and Broad Street. It might seem reasonable to design a new facility so that ingress and egress are both provided from Broad Street, with ingress from Washington Street only. In a decked facility, only one attendant would be required, at the Broad Street exit.

There are two basic alternatives available in providing a decked facility at this location. The first alternative is to acquire the used car lot and repair shop facility. The second involves the purchase of four properties up to the corner of Broad and Washington Streets. Both would offer an area with a regular configuration capable of being decked. It would be inappropriate to acquire land for either alternative unless decking was contemplated simultaneously.

In addition to providing parking, solutions should be sought to the pedestrian access problem and the vehicular problems immediately behind the Main Street stores. The alley behind those stores is currently 20 feet in width. Trucks, when unloading, snuggle up parallel to the rear facade of these buildings. This then leaves about 10 feet of alley way to gain access to the 23-space vehicular parking area behind Penney's and Itkins. It may be possible, through a cooperative arrangement, to provide for one lane inward movement through this alley if egress could be provided elsewhere within the subject block.

Permanent pedestrian access to Main Street is precluded in the presence of a solid row of structures from Holy Trinity Church to Washington Street. In order for the middle of the block to be penetrated, a cooperative agreement (and perhaps a protective covering) must be reached with the Church of the Holy Trinity.

In providing a regularly shaped parking facility, the acquisition of the used car facility would be more desirable since it would eliminate an inappropriate land use and involve only one property. However, this facility is accessory to the automobile dealership located across Washington Street and with frontage on Main Street.

Therefore, the question of obtaining air rights might be explored until such time as the use ceases.

Should the used car lot be acquired and decked, and free parking provided in the area for long-term parkers, there is a possibility that the Brainard Parking facility at the corner of Broad and Washington Streets might be released for construction purposes, thus adding to the tax base.

#### D. Alternatives and Costs

Using the cost factors described on page 33, the following estimates have been prepared for figures 13 through 15.

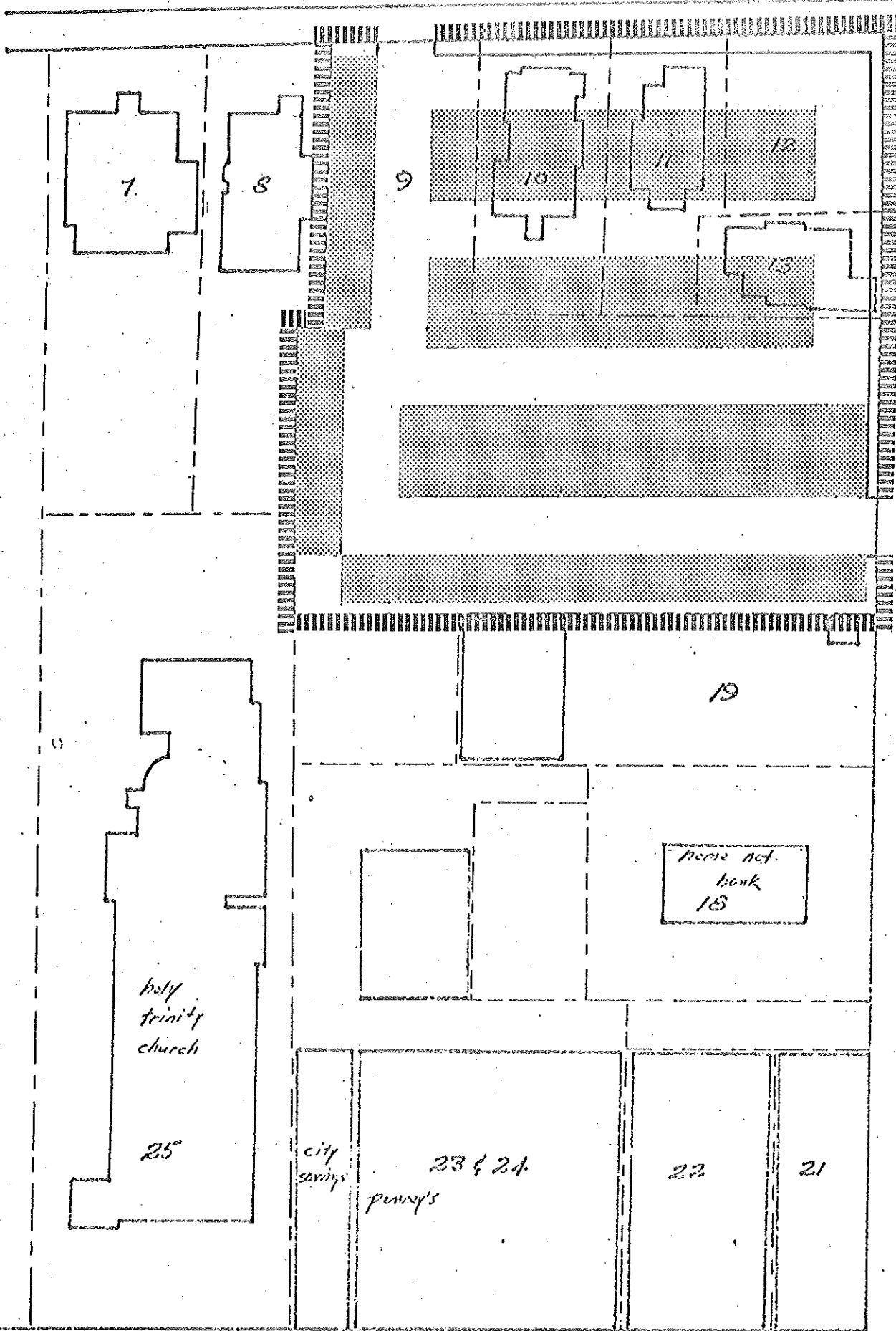
Figure	13	14	15*
No. parking spaces	171 (51 add'l.)	180 (60 add'l.)	285 (165 add'l.) 9,000 sq. ft. commercial space
Project Cost	\$353,510	\$224,365	\$1,285,620
Cost per additional space	\$ 6,931	\$ 3,739	\$ 7,792

\*Scheme 15 without commercial space would allow 327 (207 additional) spaces at \$6,211 per additional space

The arrangement shown in Figure 14 assumes an integrated design with the alley behind Penney's, Itkins, etc., and with the property directly behind Penney's. The design suggests re-enforcing the roof of the underground storage area and moving the unloading elevator as shown. In this manner, large trucks can enter directly from Washington Street and exit onto Broad Street, thus eliminating the necessity of backing in. Similarly other vehicles could enter the area and exit onto either Broad Street or Washington Street through the parking lot. Figures 15(a) and 15(b) show a potential arrangement for decking the area. Figure 15(a) indicates the ground floor plan including the provision of commercial retail or office space (9,000 sq. ft.) along Washington Street. This space could either be leased or sold with the air rights reserved. As with Figure 14, the area behind the Home National Bank would remain in private ownership but integrated into the design. Air rights would also have to be secured for this area in order that the upper level, shown in Figure 15(b), could be constructed.



Broad St.



Washington St.

Main St.

Figure 13  
171 (51 add'l.) spaces  
1" = 60 feet 49

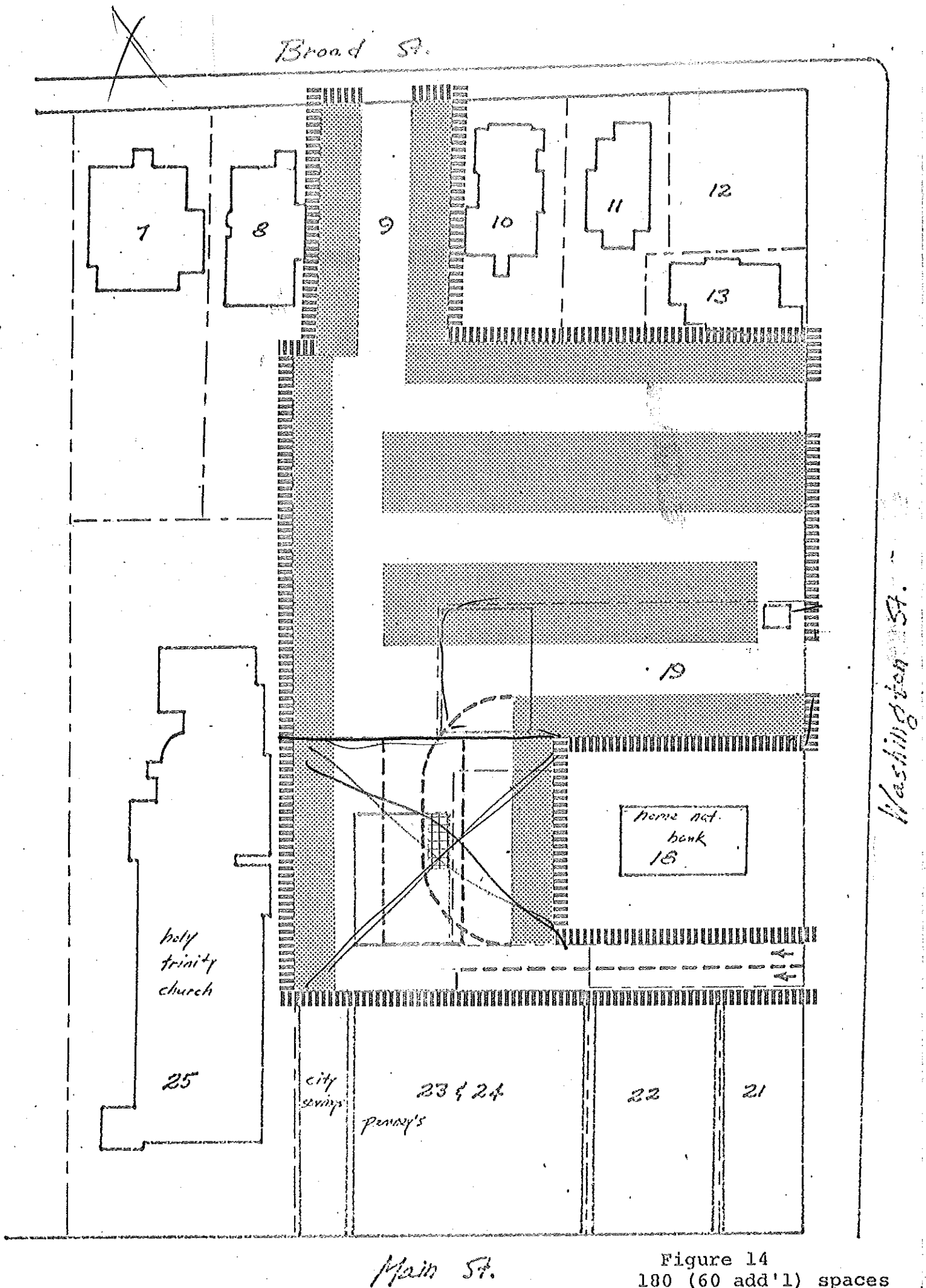


Figure 14  
180 (60 add'l) spaces  
1" = 60 feet

13000 d st.

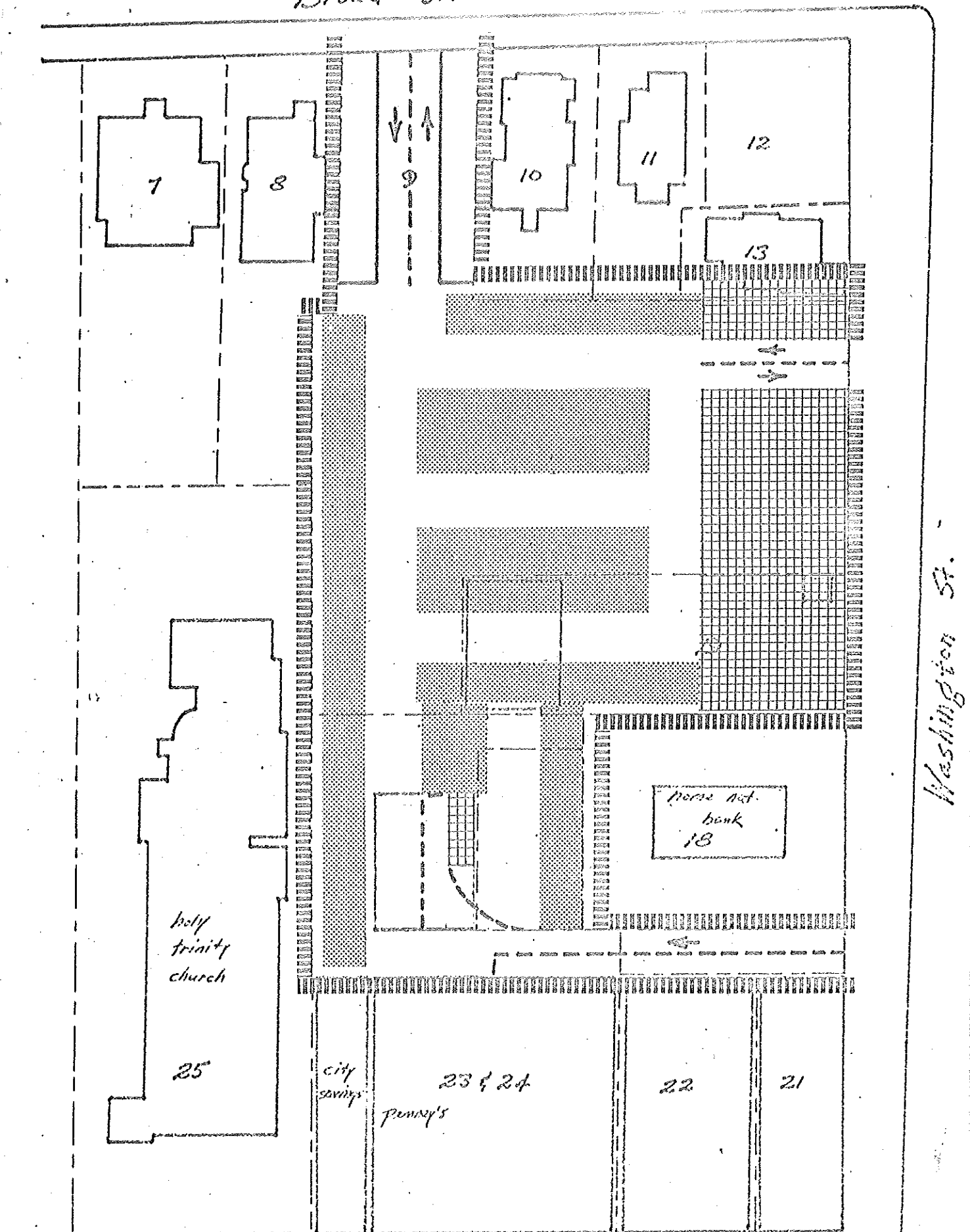
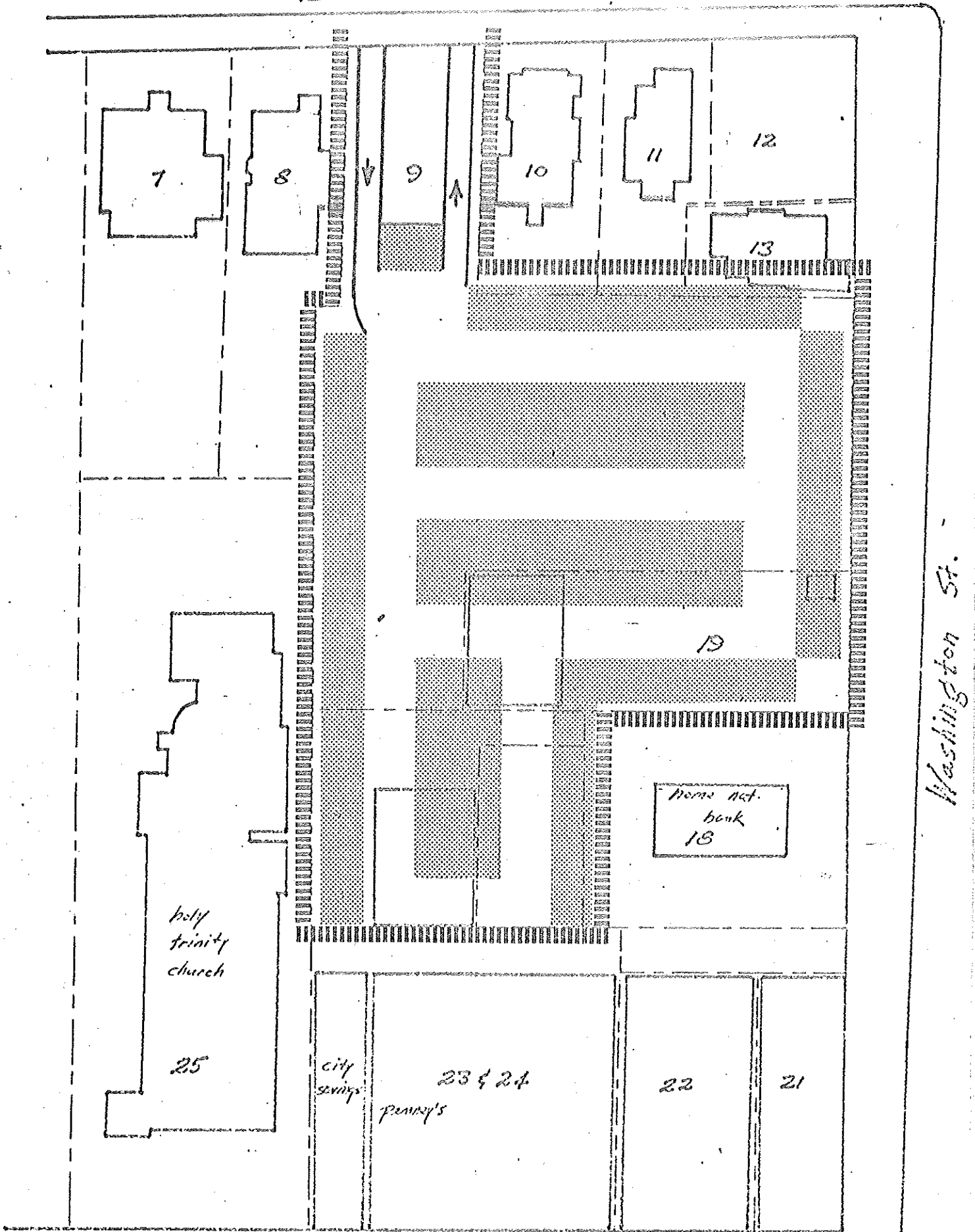


Figure 15(a)  
Main St. Lower Level - 102 public spaces  
plus 9,000 sq. ft. commercial area  
1" = 60 feet 51

15100 9 ST.



## Chapter IV

### MAIN TO WETMORE AREA

#### A. Introduction

As stated in the CDAP action program T&C 3-10 the purpose of this chapter is to consider the "expansion of parking facilities behind A&P Market to Wetmore Place."

#### B. Existing Conditions

##### 1. External Forces

The subject area located in the northwest quadrant of the intersection of Main and Washington Streets and therefore is subject to the heavy traffic movement of Route 66 passing two sides of the block. The success of businesses in this area is partially dependent upon the ability of persons to use Parking Lot "A" at Broad and Washington Streets. This lot now receives heavy usage.

##### 2. Internal Problems

There are two off-street parking areas in this block. The first is an unmarked nine-space facility behind the commercial building at 120 Washington Street. Access to this gravelled surface area is from Wetmore Place. This parking area does not nearly meet the needs of the building according to the requirements of the zoning code.

The second parking area, located behind the A&P Market, is nearly 13,000 sq. ft., yet holds only 30 vehicles. The underusage of this lot is due to its configuration and thus much of the area is used for aisles. Access is from Main Street via a 20-foot wide alley along the southerly side of the A&P Market. This is yet another case of pedestrian/vehicular conflict at Main Street. To further complicate the usage of this alley, there is a residential structure on the southerly side which utilizes the alley for its primary access. This structure has no yard space; the view from the porch is into the rear of the two-story brick building at 505 Main Street; and its off-street parking is a small paved area just off the alley.

One of the problems in this block is the non-conforming use automobile dealership which occupies three parcels forming an "L" shaped complex with frontage on both Washington and Main Streets. Only one of these parcels (Lot 3) is occupied by a building, while Lots 2 and 57 are used for automobile display and access to a rear garage service area.

The lack of parking for businessmen in this area has led to the leasing of spaces elsewhere in the vicinity, such as behind the Color Mart.

### 3. Land Use

The most dominant feature of this block is Mortimer Cemetery located immediately to the north of the A&P parking lot and extending westerly to properties along Pearl Street. Wetmore Place and Longworth Avenue are dominated by residential structures, mostly two family. Uses along Washington between Wetmore and Main, include an office building, two residential structures, (one of which has architectural significance), and a commercial complex at the corner of Washington and Main, consisting of a restaurant, jewelry store, sandwich shop and flower shop. The uses along Main Street include an automobile agency, delicatessen, travel agency, and the A&P Supermarket. As noted previously there is a residential structure located on the rear of Lot 4.

### 4. Use and Condition of Individual Properties

The following is a detailed description of those properties which might be considered for a parking area, including their current assessed values as recorded in the Tax Assessor's office.

-----  
Address: 24-26 Wetmore Place  
Tax Assessor's Number: Map 22, Block 17-46, Lot 50  
Lot Size: 48.6' x 70' or 3,840 sq. ft.  
Front Foot Price: \$58.40  
Building Coverage: 1,275 sq. ft.  
Use: Two-family residential (duplex)  
Type of Building: Two floors plus basement; stone foundation;  
frame with shingles.  
Number of Rooms: 6 rooms plus bath (each unit).  
Age and Condition: Structure built in 1914. Condition fair to  
good.

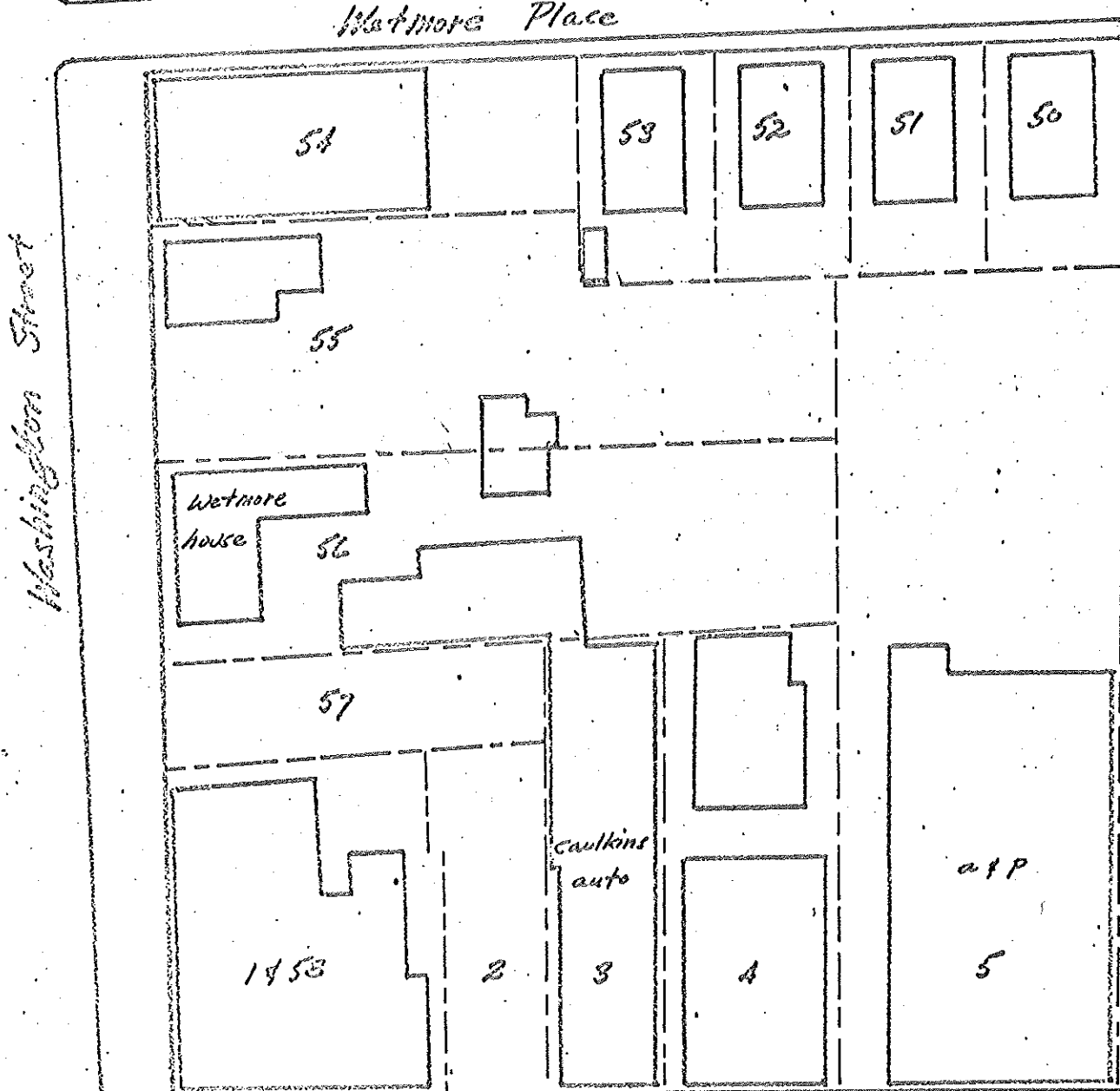
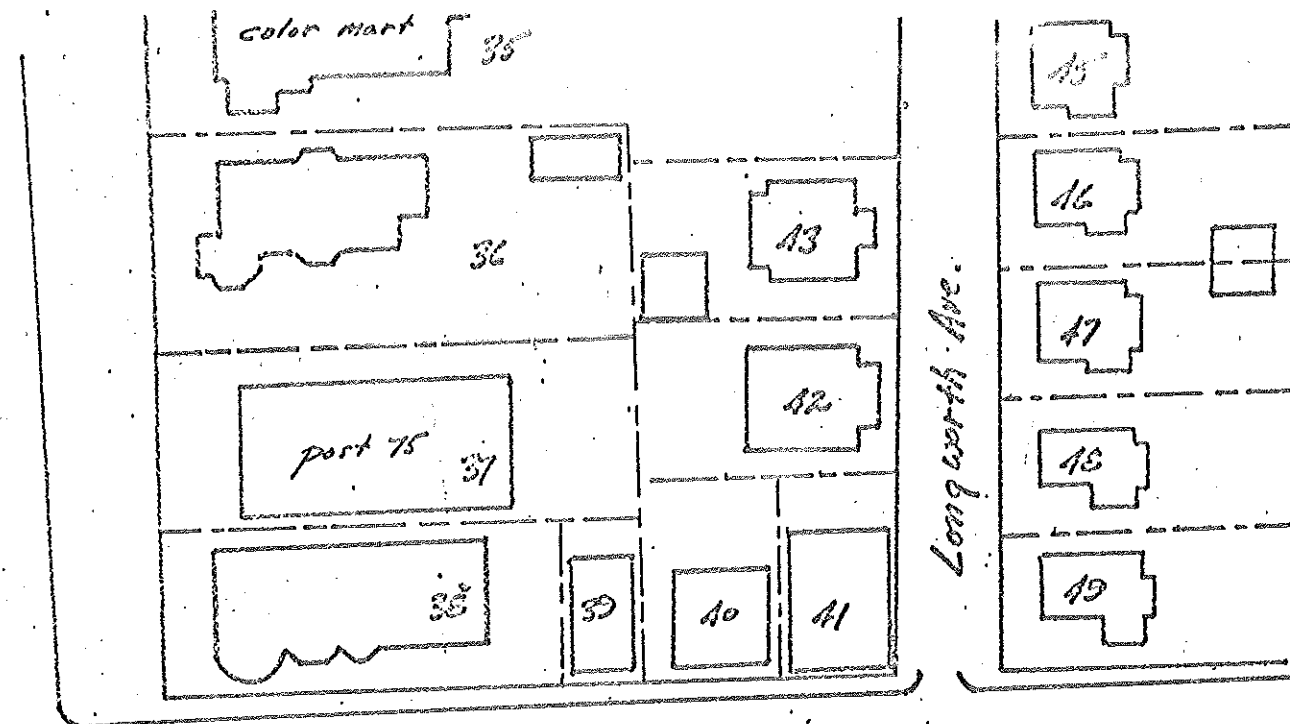


Figure 16  
1" = 60 feet

Assessed Value: Land - \$1,860; Improvements - \$9,130; Total - \$10,990.

Remarks: Property located next to wall of Mortimer Cemetery.  
While structure is old, the level of maintenance is extremely high.

---

Address: 20-22 Wetmore Place

Tax Assessor's Number: Map 22, Block 17-46, Lot 51

Lot Size: 48.7' x 70.5' or 3,872 sq. ft.

Front Foot Price, Building Coverage, Use, Type of Building, Number of Rooms, Age and Condition: Same as Lot 50.

Assessed Value: Land - \$1,860; Improvements - \$9,280; Total - \$11,140.

Remarks: Similar to other three structures in this grouping.  
The level of maintenance is extremely high.

---

Address: 16-18 Wetmore Place

Tax Assessor's Number: Map 22, Block 17-46, Lot 52

Lot Size: 48.7' x 80.8' or 4,935 sq. ft.

Front Foot Price, Building Coverage, Use, Type of Building, Number of Rooms, Age and Condition: Same as Lot 50

Assessed Value: Land - \$1,860; Improvements - \$9,190; Total - \$11,050.

Remarks: Similar to other three structures in this grouping. The level of maintenance is extremely high.

---

Address: 12-14 Wetmore Place

Tax Assessor's Number: Map 22, Block 17-46, Lot 53

Lot Size: 49.9' x 82.2' or 5,102 sq. ft.

Unit Value: \$80

Front Foot Price: \$59.20

Building Coverage and Use: Same as previous one.

Type of Building: Two story with full basement; stone foundation, frame with shingles and stucco.

Number of Rooms: Same as previous one.

Assessed Value: Land - \$1,920; Improvements - \$8,740 - house; garage - \$160; Total - \$10,820.

Remarks: Same as previous one.

---

Address: 116 Washington Street

Tax Assessor's Number: Map 22, Block 17-46, Lot 55

Lot Size: 17,630 sq. ft.; 84' frontage; maximum depth 240'.

Front Foot Price: \$468/\$400

Building Coverage: 1,300 sq. ft.

Use: Residential; two dwelling units

Type of Building: Two story, plus basement, frame with siding.

Number of Rooms: First floor - 4 rooms plus bath. Second floor five rooms plus bath.



Age and Condition: Structure built in 1802; exterior condition fair to poor; maintenance of structure is lacking; all wood surfaces peeling; showing extreme weathering.

Assessed Value: Land - \$15,500; Improvements - \$5,780; Total - \$21,280.

Remarks: Despite the age of the subject structure, this could be rehabilitated to serve as a pleasant complement to the adjacent Wetmore House. The property itself is well landscaped and shaded with large trees befitting the age of the structure.

---

Address: 108-110 Washington Street

Tax Assessor's Number: Map 22, Block 17-46, Lot 56

Lot Size: 70' x 240' or 16,800 sq. ft.

Front Foot Price: \$464

Building Coverage: 2,587 sq. ft. (includes barn and garage)

Use: Residential; two dwelling units

Type of Building: House - two story plus basement; frame with siding; barn - frame; garage - frame with brick additions.

Number of Rooms: First floor - seven rooms; second floor - seven rooms plus bath;

Age and Condition: Structure built in 1702 and in fair condition; Barn constructed 1750 and in poor condition; garage in fair condition.

Assessed Value: Land - \$13,330; Improvements - \$9,040; Total - \$22,370.

Remarks: This Georgian structure known as the Wetmore House, is listed by the Connecticut Historical Commission as a building of significance in Middletown. Of it the Commission notes the following:

"An unconventional central chimney house of the mid-18th century that has been almost doubled in size some time in the 19th century. Entry porticos are 19th century and rather poor in design and proportion. House has lost original small, light sash, but surprisingly retains good early style window caps as well as large central chimney."

There is also a garage (Fisk Garage) along the easterly property line. This brick and frame structure is somewhat of an eyesore. The property is well landscaped and shaded. There is a thick row of high evergreen trees along the rear property line.

---

Address: 515 Main Street

Tax Assessor's Number: Map 22, Block 17-46, Lot 5

Lot Size: 102' x 287' or 29,172 sq. ft.

Front Foot Price: \$595

Building Coverage: 11,380 sq. ft.

Use: Commercial - A&P Supermarket

Type of Building: One story brick

Age and Condition: Built in 1959, good condition.

Assessed Value: Land - \$39,450; Improvements: store - \$61,200, paving - \$1,560; Total - \$102,210.

Remarks: A 12,000 sq. ft. paved parking area for 30 vehicles is to the rear. Access is via a 20-foot wide alley along the southerly side of the market. This alley also provides vehicular access to a residential property immediately behind the structure at 505 Main Street (Lot 4).

---

The following is a breif description of the eight properties which lie within the potential expansion area west of Wetmore Place.

The four properties located along the northerly side of Longworth Avenue are each 41.6' x 90' or 3,744 sq. ft. in size. All structures are: one- and two-family residences; two stories with a basement; brick; 65 to 70 years old; deteriorating. The assessed value of land for each is \$1,680, while improvements are as follows:

2 Longworth Avenue (Lot 49)	- \$6,400
4 Longworth Avenue (Lot 48)	- \$7,890
6 Longworth Avenue (Lot 47)	- \$6,110
8 Longworth Avenue (Lot 46)	- \$7,880

These assessments include a two-car garage which straddles the property line between Lots 46 and 47.

The structure at 11-13 Wetmore Place (Lot 40) situated on a lot approximately 41.6' x 61' or 2,538 sq. ft. This is a two-family structure built of concrete block in 1839. The assessed values are as follows: Land - \$1,400; Improvements - \$4,160; Total - \$5,560.

This property lacks maintenance and shows signs of advanced deterioration.

The structure at 15-17 Wetmore Place (Lot 41) is situated on a lot 37.8' x 61' or 2,306 square feet. This residence is a two-story frame building with shingles in fair condition. The assessed values are as follows: Land - \$1,270; Improvements - \$7,770; Total - \$9,040.

The frame and shingled structure located at 5 Longworth Avenue (Lot 42) is situated on a lot of 3,980 sq. ft. This is a two family residence built in 1912 and in fair condition. The assessed values are as follows: Land - \$1,860; Improvements - \$8,500; Total - \$10,360.

The three-family structure at 9 Longworth Avenue (Lot 43) is situated on a lot 4,013 sq. ft. This is a three-story building with a basement constructed of frame with shingles in 1910. Its current condition is poor. Both the house and garage seriously lack maintenance. The front porch is falling off and paint is badly needed on all exterior surfaces. The assessed values are as follows: Land - \$1,890; Improvements - (including garage) \$9,400; Total - \$11,290.

### III. Planning Considerations

The proposed parking between Wetmore Place and Main Street will be completely hidden from the main traffic arteries. As such, this violates one of the principles in the provision of public parking, that of maintaining visibility. The frontages along Washington Street and Main Street are far too valuable to justify a parking facility.

The provision of parking in the central portion of this block should not be considered primarily for shoppers, but rather for the long-term needs of employees. Of course, one cannot discount the short-term use of this facility by patrons of the A&P Market.

The future extension of the "loop" system northerly through the Color Mart (and hopefully through the cemetery) will have a definite affect upon the land values and uses within the area and will also offer an opportunity for the expansion of the parking facility. Figure 19 shows the potential location of the street through Lots 35, 44, and 45 of the subject block. Should this occur, it would be natural to vacate Longworth Avenue and most of Wetmore Place, in order that the entire area can be turned into surface parking. With a loop road as shown, the parking facility will then have direct access to a major feeder street in the downtown.

It is recommended that this area not be considered as a major

parking facility, since the presence of the cemetery immediately to the north represents a barrier for development and accessibility. In other words, the service area of this lot is severely limited.

Access to the first stage of the parking facility should be via both Wetmore Place and the alley adjacent to the A&P. The latter should be used for ingress only, in order to eliminate the "blind" corner. (This would probably have to be resolved through negotiations with the A&P officials since a grocery pick-up area might have to be provided to the rear of the store.) Egress from this facility should be via Wetmore Place, where left turns onto Washington Street should be prohibited during peak hours. These restrictions would further reduce the desirability of this lot for short-term purposes.

When considering a parking facility in this area, one must also seriously weigh the future of the Wetmore House. The structure does have some architectural significance and together with the gray frame structure immediately to its west, form a pleasant setting. Presently these structures are both residences. However, increasing land values should soon cause a more profitable use of the property.

Hopefully, any change in these properties will result in the rehabilitation of these structures (but not structural alterations) for commercial office or similar uses. It is hoped that the two buildings can be preserved together, along with the shade trees. Should the back third of the property be used for parking the City should make every effort to retain the row of high evergreens by moving them forward to the relocated rear property line.

There are several structures on the property which are of little historic value. The structure known as Fisk Garage is rather unsightly and should be removed through the property restoration. The old barn in the center of the property could be demolished if there is no potential reuse for it. According to the Tax Assessor's records it is in rather poor condition.

Pedestrian access to a finished lot as shown in Figure 18 could be via Wetmore Place, the A&P alley, or between the Wetmore House and the gray frame structure at 116 Washington Street. This latter access way could tastefully be provided by a brick alleyway, illuminated by a series of low lantern-type standard and bordered

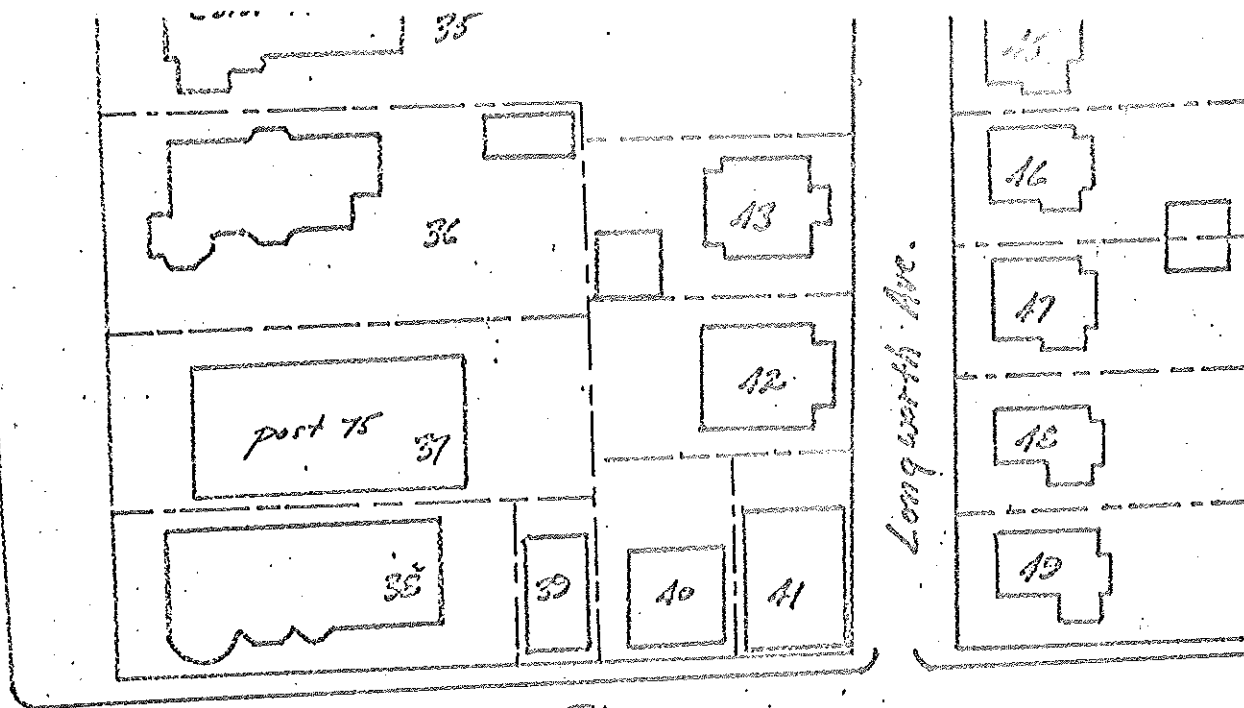
by a picket fence. In so doing (and assuming that these are rehabilitated for commercial use) a greater appreciation of the past can be created for the Middletown residents.

#### D. Alternatives and Costs

Using the criteria outlined on page 33, the estimated costs for the parking schemes shown in Figures 17 and 18 are as follows:

Figure	17	18	19
No. parking spaces	65	116	227
Project Cost	\$383,870	\$469,640	No estimate
Cost per space	\$ 5,906	\$ 4,049	No estimate

No cost estimates have been prepared for Figure 19 since it shows a second stage of development which may be considered at a much later date.



Watmore Place

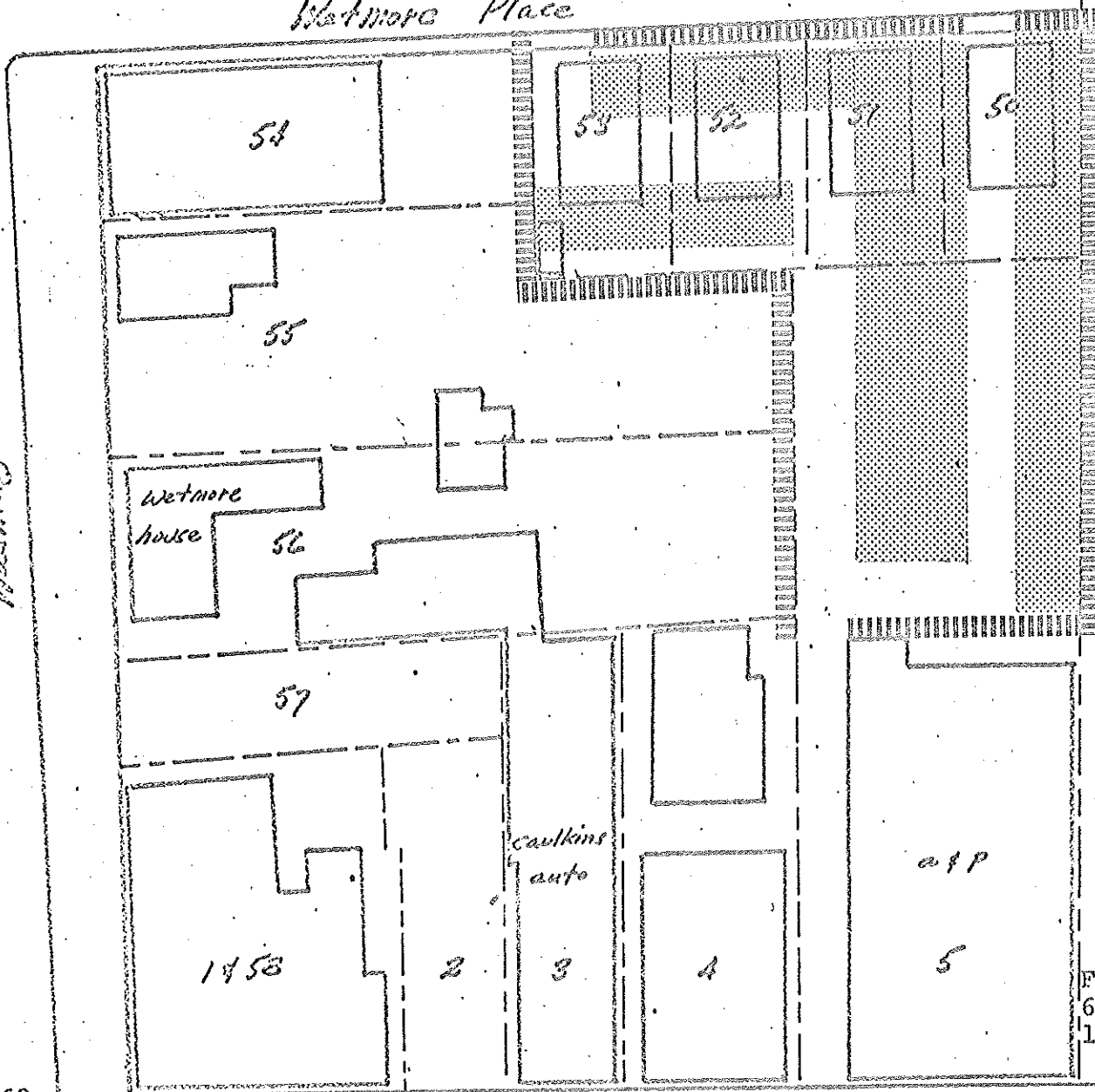


Figure 17  
65 spaces  
1" = 60 feet

Main Street

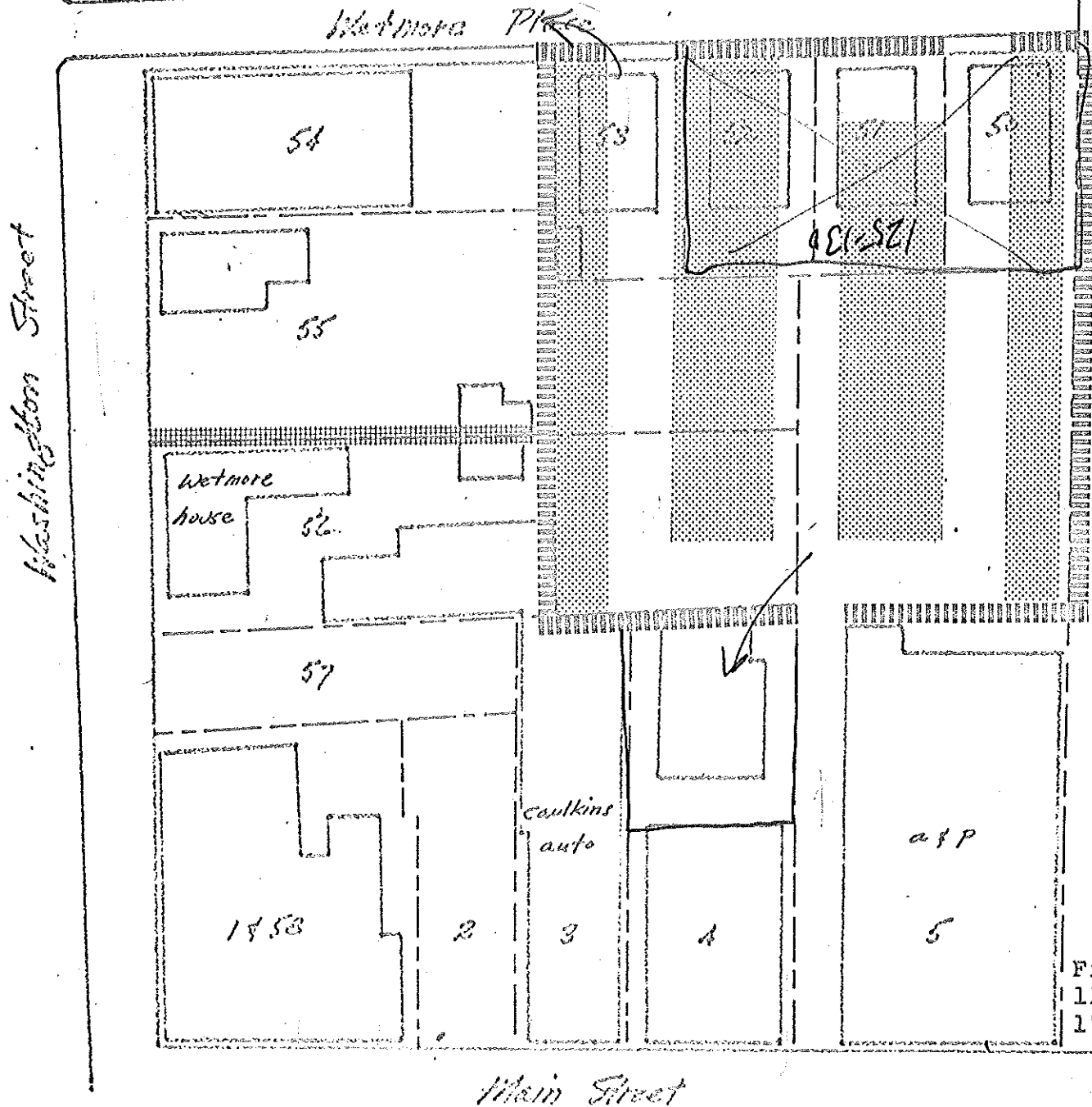
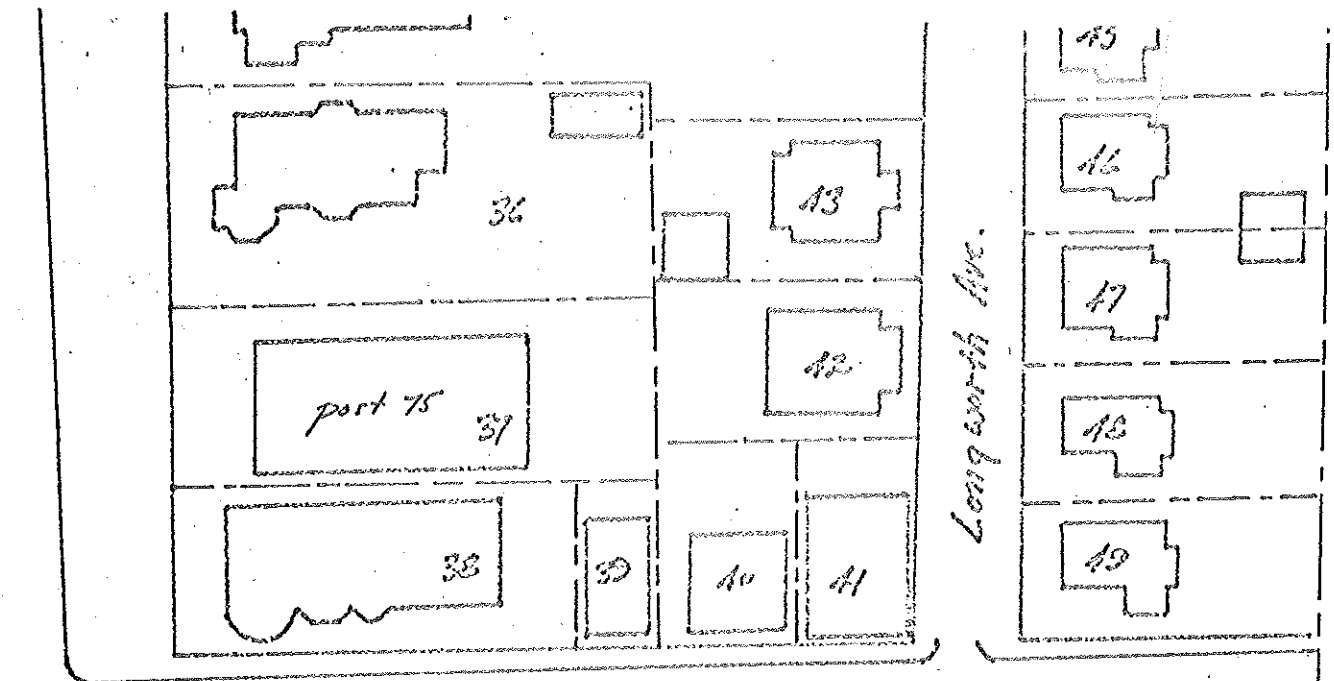
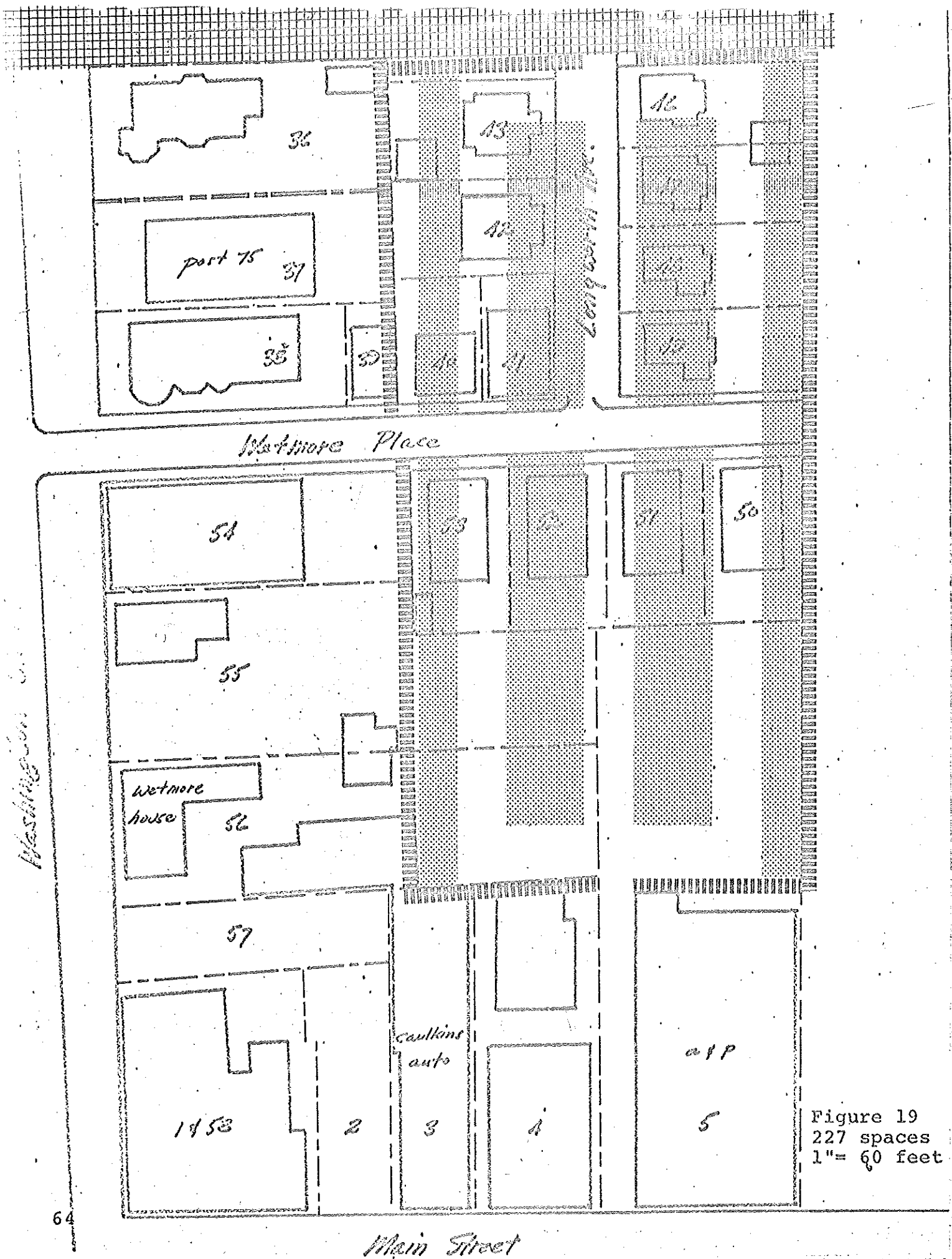


Figure 18  
116 spaces  
1" = 60 feet









## Chapter V

### GRAND TO LIBERTY AREA

#### A. Introduction

As stated in the CDAP Action Program T&C 3-9 the purpose of this chapter is to consider the creation of a "surface parking lot in the area now occupied by Gilletti's Bowling Alley between Grand Street and Liberty Street."

#### B. Existing Conditions

##### 1. External Forces

Main Street, north of Washington Street, has deteriorated as a commercial area. Route 66 has created a heavy traffic flow which has had a downgrading effect on the retail uses. The volume of traffic along this stretch of Main Street has also led to the emergence of several gasoline service stations, one of which lies within the subject block and another opposite the Arriwani Hotel on Liberty Street. As such, these uses are incompatible with the Main Street area and are, according to the zoning regulations, non-conforming uses (except as a special exception in conjunction with a major parking structure.).

As Route 66 traffic increases and disruptions multiply due to traffic signals, trucks unloading, etc., persons familiar with the city's north end utilize back streets to avoid the intersection of Main and Washington Streets. From the Arrigoni Bridge many persons use Spring, Grand, or Liberty Streets. From the opposite direction, most persons reenter Route 66 at Grand Street.

Hence, a flow of traffic has developed around this block, which unfortunately will not diminish through the relocation of Route 66, since most persons taking these short cuts are city residents making trips with local origins and destinations.

Parking has always been a problem in this area. Until recently, the only public parking lot north of Washington Street has been Parking Lot "B". In early 1970, the Parking Authority acquired

land on the northwest corner of Main and Grand Streets for a 55-space metered facility. The fact that parking lots have Main Street frontage is an indication of the land values along Main Street and the lack of competitiveness for these properties for retail or other tax-generating uses.

If Main Street is to continue a viable commercial area, those parking lots with primary frontage must be replaced by revenue-producing uses. Therefore, the City should not consider either of these parking areas as solutions to a long-term problem.

Route 66 is a state highway as it traverses Main Street between Washington and St. John's Square and as such is under the control of the State Department of Transportation. It is no secret that the State and traffic consultants have urged the elimination of the angle metered parking spaces. One of the given justifications for the new parking lot at Grand and Main Streets was to allow for that elimination.

## 2. Internal Problems

The buildings within this block are old and for the most part, have outlived their commercial usefulness. The Arriwani Hotel, once a thriving establishment, is now only a glimmer of its former self. Down the street, the old Middlesex Hotel is in a rundown condition and houses a barber shop, a diner, and permanent residential occupants. The Connecticut Historical Commission however, has placed this Federal style building, circa 1820, on its inventory.

Behind the old Middlesex Hotel, the center of the block is occupied by a bowling alley. The associated rear parking area is unlined and asphalt completely surrounds a two-family residence on the same property.

## 3. Relationship to Main Street

The primary access to the bowling alley is by an alleyway along the south side of the Palace Diner, directly on to Main Street. This is undesirable because pedestrian and vehicular traffic conflict at the sidewalk. The same access-way to Main Street

also services the two-family residence adjacent to the bowling alley. Ideally, this parking area should be fed from side streets, either Liberty or Grand Street.

#### 4. Land Uses

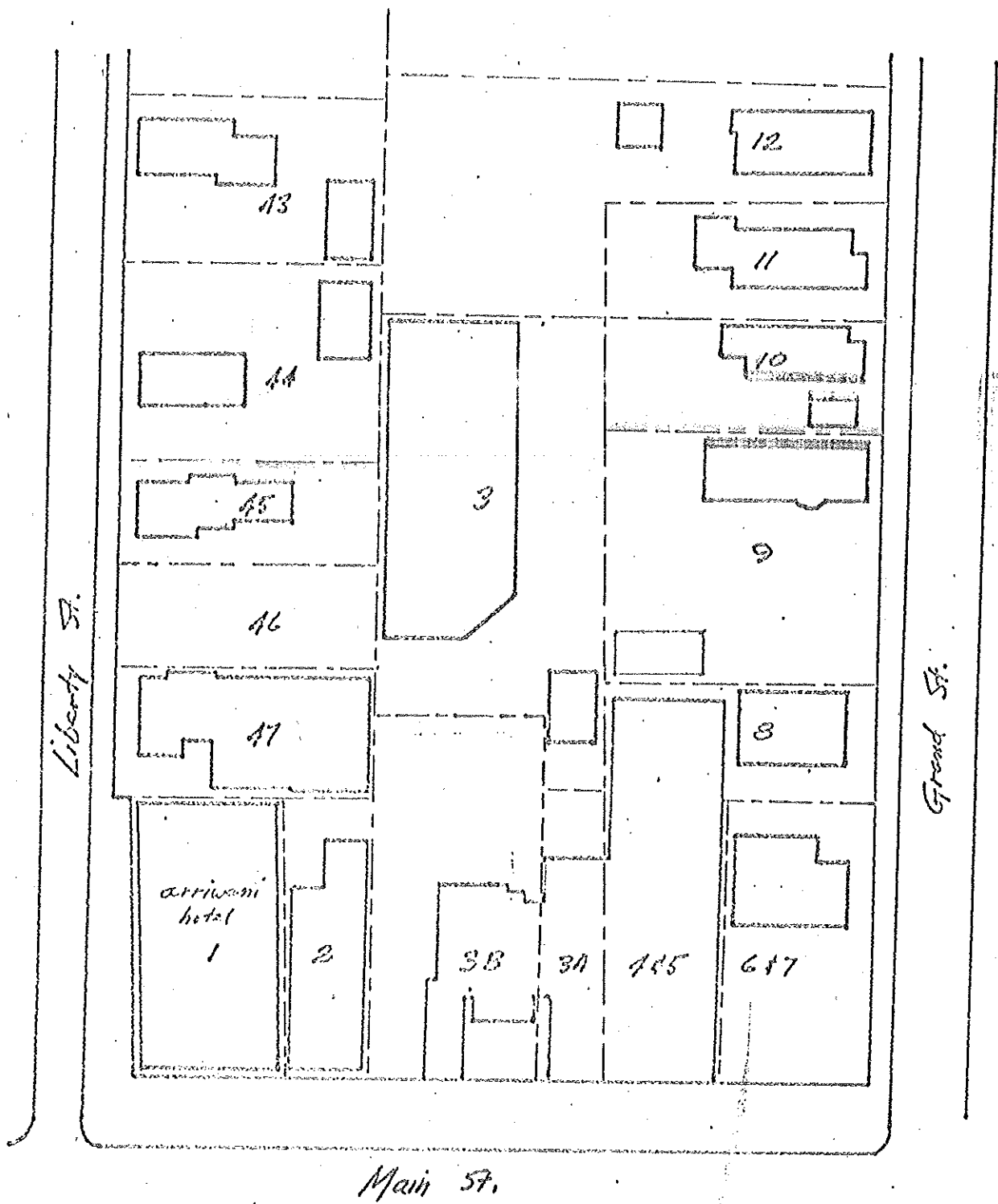
For the most part properties fronting on Liberty Street and Grand Street are residential (two-family or more) structures. Exceptions are on Lot 46, vacant, and Lot 47, a motorcycle shop to the rear of a residence. On Grand Street the exceptions include the small grocery store on Lot 10 and two businesses on Lot 8.

The Main Street frontage includes the Arriwani Hotel at the corner of Liberty Street. This use has no identifiable off-street parking area. A printing establishment and several residential units lie immediately to the north. The structure on Lot 3b contains a diner, a barber shop and residential units. The rear property (Lot 3) is devoted primarily to the bowling alley with a two-family residence as a secondary use. Other commercial frontages along Main Street include Carrier Electric and Plumbing Company (formerly occupied by a used furniture concern) a barber shop, a partially vacant structure on Lots 4 and 5 (formerly occupied by Simpson Ambulance Service) and J&J Esso Service Station on the corner of Grand Street.

#### 5. Use and Condition of Individual Properties

The following is a detailed description of those properties which might be considered for a parking area, including their current assessed value as recorded in the tax assessor's office.

-----  
Address: 30 Liberty Street  
Tax Assessor's Number: Map 22, Block 17-35, Lot 43  
Lot Size: 65' x 100' or 6,500 sq. ft.  
Front Foot Price: \$69  
Building Coverage: 1,038 - house; barn - 504 sq. ft.; shed - 210 sq. ft.  
Use: Residential - two family  
Type of Building: Two-story frame with siding; stone foundation.  
Number of Rooms: 1st floor - six rooms plus bath; 2nd floor - 4 rooms plus bath.  
Age and Condition: House built in 1870; barn and shed are also old. Condition fair to good.



Assessed Value: Land - \$1,980; Improvements - residential structure - \$7,740, barn - \$570; shed - \$330; Total - \$10,620.

---

Address: 24 Liberty Street  
Tax Assessor's Number: Map 22, Block 17-35, Lot 44  
Lot Size: 84' x 100' or 8,200 sq. ft.  
Front Foot Price: \$69  
Building Coverage: House - 1,347 sq. ft.; barn - 704 sq. ft.  
Use: Residential - three dwelling units  
Type of Building: Two-story frame with stone foundation  
Number of Rooms: 1st floor - six rooms plus bath; 2nd floor - two apartments; each with three rooms plus bath.  
Age and Condition: Building is old; condition fair; barn also in fair condition.  
Assessed Value: Land - \$2,220; Improvements - house - \$9,160, Barn - \$1,370; Total - \$12,750.

---

Address: 18 Liberty Street  
Tax Assessor's Number: Map 22, Block 17-35, Lot 45  
Lot Size: 40' x 100' or 4,000 sq. ft.  
Front Foot Price: \$69  
Building Coverage: 1,037 sq. ft.  
Use: Residential - two dwelling units  
Type of Building: Two-story, stucco on frame with stone foundation  
Number of Rooms: 1st floor - four rooms plus bath; 2nd floor - 3½ rooms plus bath.  
Age and Condition: Date of construction unknown; building old; condition good.  
Assessed Value: Land - \$1,430; Improvements - \$7,280; Total - \$8,710.

---

Address: Liberty Street  
Tax Assessor's Number: Map 22, Block 17-35, Lot 46  
Lot Size: 40' x 100' or 4,000 sq. ft.  
Front Foot Price: \$81  
Use: Parking  
Assessed Value: Land - \$2,110; Total - \$2,110  
Remarks: Property is unpaved; several large trees are present.

---

Address: 12 Liberty Street  
Tax Assessor's Number: Map 22, Block 17-35, Lot 47  
Lot Size: 50' x 100' or 5,000 sq. ft.  
Front Foot Price: \$81  
Building Coverage: 1,021 sq. ft.  
Use: Single family residence  
Type of Building: Frame with shingles and stone foundation  
Number of Rooms: Seven rooms plus bath.

Age and Condition: Built 1789; structure in poor condition.  
Stone foundation cracked in places. Most wood surface  
are in an advanced deteriorating condition.

Assessed Value: Land - \$2,630; Improvements - \$4,660;  
Total - \$7,290.

Remarks: This structure is one of two buildings on the subject  
property. The exterior condition indicates that little or  
no maintenance to either the structure or the property. In  
addition there is little yard space. To the right of the  
residence there is an access way to the rear motorcycle  
shop.

---

Address: 12 Liberty Street (rear building only)

Tax Assessor's Number: Map 22, Block 17-35, Lot 47

Building Coverage: 3,102 sq. ft.

Use: Commercial - motorcycle repair shop (Rusconi Garage)

Type of Building: One-story garage of brick construction

Age and Condition: Building old; condition fair.

Assessed Value: Improvements - \$7,490; Total - \$7,490.

Remarks: Access to this structure is along the east side of the  
residence. This use is extremely incompatible with the  
residential use on the subject property. Exterior maintenance  
is low.

---

Address: 625 Main Street (rear)

Tax Assessor's Number: Map 22, Block 17-35, Lot 3

Lot Size: 88' x 169' (aver.) or approximately 14,770 sq. ft.

Front Foot Price: \$48 to \$70

Building Coverage: 6,050 sq. ft.

Use: Commercial - Gilletti's Bowling Alley

Type of Building: One story brick with stone foundation

Age and Condition: Original construction date unknown; alleys  
remodeled in 1961; front entrance constructed in 1961.

Assessed Value: Land - \$3,080; Improvements: alley - \$23,460,  
asphalt paving - \$970; Total - \$27,510.

Remarks: South side of bowling alley facing the rears of re-  
sidential properties on Liberty Street is unpainted brick  
while the balance of the structure has been painted white.  
The windows along this side have been bricked in and the  
roof shows patch work. When structure viewed, building  
materials were located on the north side of the alleys to  
the rear of the parcel.

---

Address: 625 Main Street (rear) (House only)

Tax Assessor's Number: Map 22, Block 17-35, Lot 3

Building Coverage: 1,129 sq. ft.

Use: Residential - two family



Type of Building: Two-story frame structure with siding and stone foundations; no basement  
Number of Rooms: 1st floor - five rooms plus bath; 2nd floor - four rooms plus bath.  
Age and Condition: Structure built in 1860; fair condition.  
Assessed Value: Improvements: \$7,310; Total - \$7,310.  
Remarks: Structure is surrounded on three sides by asphalt parking area, while fourth side abuts property line to the north. As such there is no yard space for residential occupants.

---

Address: 631 Main Street  
Tax Assessor's Number: Map 22, Block 17-35, Lot 3B  
Lot Size: 65' x 140' or 9,100 sq. ft.  
Front Foot Price: \$192  
Building Coverage: Primary Building - 2,297 sq. ft.; diner - 446 sq. ft.  
Use: Commercial - barber shop; diner; residential - 6 apartments  
Type of Building: Three-story plus basement (Federal style) brick structure with stone foundation; diner one story plus basement, brick.  
Number of Rooms: Residential units only: 1st floor - one apartment; 2nd floor - three apartments; 3rd floor - two apartments.  
Age and Condition: Main structure built 1820; diner built 1900; condition of both fair.  
Assessed Value: Land - \$8,110; Improvements - \$17,260; Total - \$25,370.  
Remarks: From the Connecticut Historical Commission:

Double end chimneys, gable pediments with segmental windows complete with keystone; two modified palladian windows, arched and glassed front doorway, all with redstone trim are unique in this elegant block that is probably mid 19th century construction.

Despite alterations for commercial use, and a very poor diner immediately in front of it, it still is able to generate character and color in this rapidly deteriorating commercial area. Building has been used for a hotel and a school.

This is a rather handsome building on a large and probably commercial scale. Investigation would be desirable to determine what original use was. . . probably a hotel. Despite deterioration and modern encroachment upon it, it still holds its own well as a dominant element of the

street. Preservation and a limited restoration would recapture much of its original character and perhaps keep it commercially viable. An impressive building.

---

Address: 635 Main Street  
Tax Assessor's Number: Map 22, Block 17-35, Lot 3A  
Lot Size: 25' x 112' or 2,800 sq. ft.  
Front Foot Price: \$172  
Building Coverage: 1,917 sq. ft.  
Use: Commercial and residential  
Type of Building: 3 floors plus basement; brick, concrete foundation.  
Age and Condition: Age unknown; condition fair  
Assessed Value: Land - \$2,680; Improvements - \$11,740; Total - \$14,420

---

Address: 637-643 Main Street  
Tax Assessor's Number: Map 22, Block 17-35, Lots 4 and 5  
Lot Size: 46' x 111' or 5,196 sq. ft.  
Front Foot Price: \$170  
Building Coverage: 7,182 sq. ft. (building extends onto Lot 8 100% coverage on Lots 4 & 5)  
Use: Commercial  
Type of Building: One-story brick building with steel trusses and metal ceiling; stone foundation.  
Assessed Value: Land - \$5,080; Improvements - \$10,380; Total - \$15,460.  
Remarks: Entire rear portion of building is designed for accommodating vehicles with entry from Grand Street, Lot 8. Formerly housed Middlesex Ambulance Service. Structure recently remodeled.

---

Address: 9-11 Grand Street  
Tax Assessor's Number: Map 22, Block 17-35, Lot 8  
Lot Size: 45' x 103' or 4,635 sq. ft.  
Front Foot Price: \$82  
Building Coverage: 1,584 sq. ft.  
Use: Commercial - Grand Cleaners and Sal Amenta Radio-T.V.  
Type of Building: One-story brick with basement  
Age and Condition: Construction date unknown; building old and in fair to good condition.  
Assessed Value: Land - \$2,400; Improvements - \$6,510; Total - \$8,910.  
Remarks: There is vehicular access along the east side of this commercial structure to the rear of the building located on Lots 4 and 5.

---

Address: 19 Grand Street  
Tax Assessor's Number: Map 22, Block 17-35, Lot 9  
Lot Size: 100' x 105' or 10,500 sq. ft.  
Front Foot Price: \$83  
Building Coverage: Residential structure, 1,521 sq. ft.;  
Barn - 512 sq. ft. (16' x 32')  
Use: Residential, two dwelling units  
Type of Building: Two story frame with shingles; brick and  
stone foundation. Barn - two story frame structure with  
loft and two vehicle bays; stone foundation.  
Number of Rooms: 1st floor - 6 rooms plus bath; 2nd floor -  
6 rooms plus bath.  
Age and Condition: Both residential structure and barn old  
and in fair condition.  
Assessed Value: Land - \$4,340; Improvements - house - \$9,260;  
Barn - \$530; Total - \$14,130.  
Remarks: This property is maintained in excellent condition  
with flower gardens, well kept lawn, etc. Barn has in past  
been used as a machine shop.

---

Address: 23 Grand Street  
Tax Assessor's Number: Map 22, Block 17-35, Lot 10  
Lot Size: 45' x 106' (average) or 4,968 sq. ft.  
Front Foot Price: \$67  
Building Coverage: Residential structure - 996 sq. ft.  
Commercial structure - 246 sq. ft.  
Use: Primary building - two family residence; accessory structure-  
grocery store.  
Type of Building: Primary building - two story frame with shingles  
and stone foundation. Accessory structure - one story brick.  
Number of Rooms: 1st floor - 4 rooms plus bath; 2nd floor -  
4½ rooms plus bath.  
Age and Condition: Both structures old; both structures fair to  
good condition.  
Assessed Value: Land - \$1,960; Improvements: primary structure -  
\$7,510, accessory structure - \$1,010; Total - \$10,480.  
Remarks: A grocery store and coin dealer enterprise occupies  
what was originally a garage located at the extreme front  
left of the property (formerly occupied by Sal Amenta T.V.  
Radio Shop). The presence of a grocery store in this area  
seems incompatible with the residential uses along this  
block face; however, this block is zoned commercially.

---

### C. Planning Considerations

The loop system around the central business district is proposed  
as an extension of Broad Street north or Washington Street to bi-

sect the western end of the subject block. This northwest link in the loop will be the most difficult to implement since it involves the acquisition of new right-of-ways, relocation of a number of families and the demolition of numerous structures. As such this will probably have to be implemented with state and federal monies. This fact alone places its construction at least ten years away.

The loop system as currently designed shows three points at which cross traffic is permitted from one side of the loop to the other. They are Union Street-Church Street; Washington Street; and Grand Street-Rapallo Avenue. This east-west link will require a realignment of Grand Street to join directly opposite Rapallo Avenue. Since the City now owns the land directly opposite Rapallo Avenue (the parking lot) it will be possible, at the appropriate time, to effectuate the realignment of Grand Street without extensive property acquisition. The relocation of Grand Street will create a new property adjacent to the service station now abutting Grand Street.

There are signs of private rehabilitation and upgrading of commercial structures in this section of the business district. For example, the structure at 547 Main Street, in front of the roller rink, has been completely rehabilitated and converted to office space. Similarly, the building at 643 Main Street within the subject block has been remodeled.

The development of a parking lot in this block is not of the highest priority. However, when developed, it will serve to relieve the growing off-street parking needs north of Washington Street and can be developed to provide truck servicing at the commercial establishments having Main Street frontage. Vehicular access to this lot should be both via Liberty and Grand Streets, while pedestrian access should be provided at mid-block, perhaps using existing right-of-way to Gilletti's Bowling Alley.

In view of the antiquated nature of the commercial buildings along Main Street, it is not unreasonable to suggest that the ultimate solution to this block may be a renewal treatment of some form, whereby the structures could be demolished and new commercial buildings erected.

At that time a decision must be made concerning the old Middlesex Hotel - preserve and enhance it as a structure of architectural value or demolish it. The slow, painful decay of the past years is neither healthy for the structure's inhabitants nor the neighborhood as a whole.

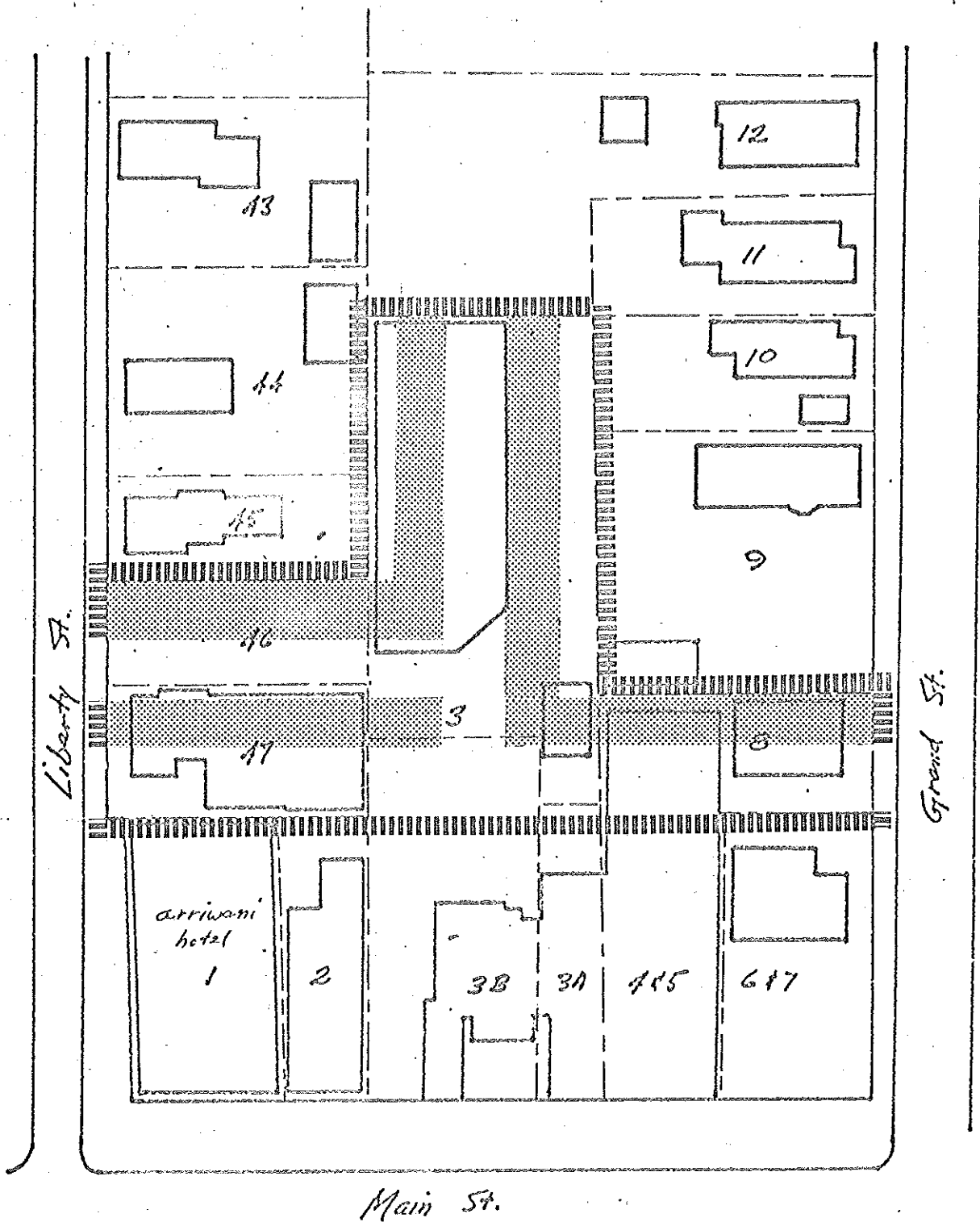
While it is not the aim of parking to replace commercial establishments with Main Street frontage, it should be recognized that the structures and the uses therein are neither sacred nor representative of the types of uses which should dignify a central business district.

The parcel occupied by the bowling alley is the key to the parking within this block. If the intensity of commercial uses increases in this area and the demand for off-street parking multiplies, the city should consider the acquisition of residential structures to create a rectangular structured parking area which extends from Liberty Street to Grand Street. This would be in character with the area upon the completion of the loop system and would be reasonable in light of the fact that properties which are now in residential use would be more valuable commercially as this area is currently zoned.

#### D. Alternatives and Costs

Below in tabular form are the cost estimates for the parking alternatives illustrated in Figures 21 through 24.

Figure	21	22	23	24
No. parking spaces	70	63	96	160
Project Cost	\$482,310	\$362,870	\$539,180	\$778,900
Cost per space	\$ 6,890	\$ 5,760	\$ 5,616	\$ 4,868



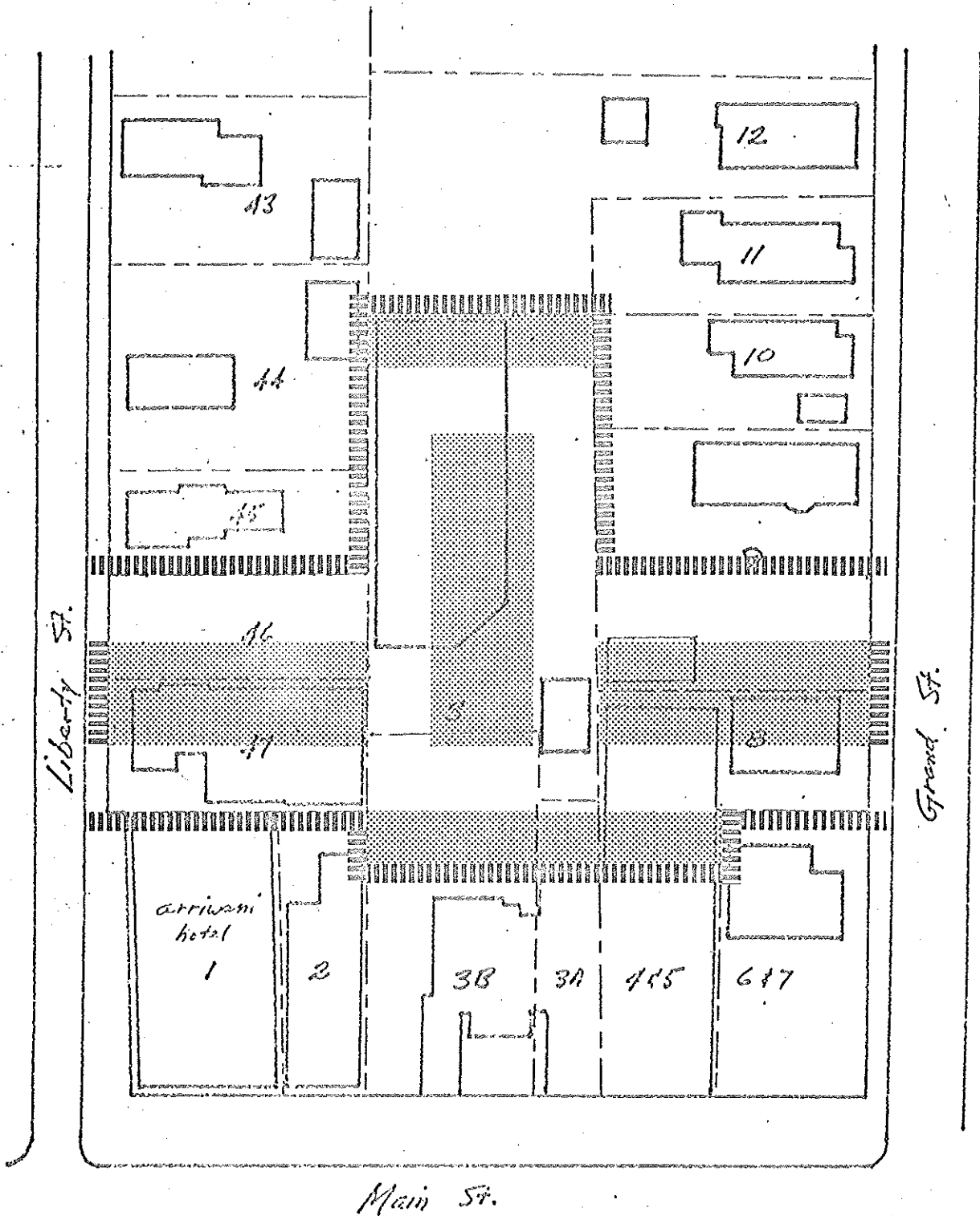
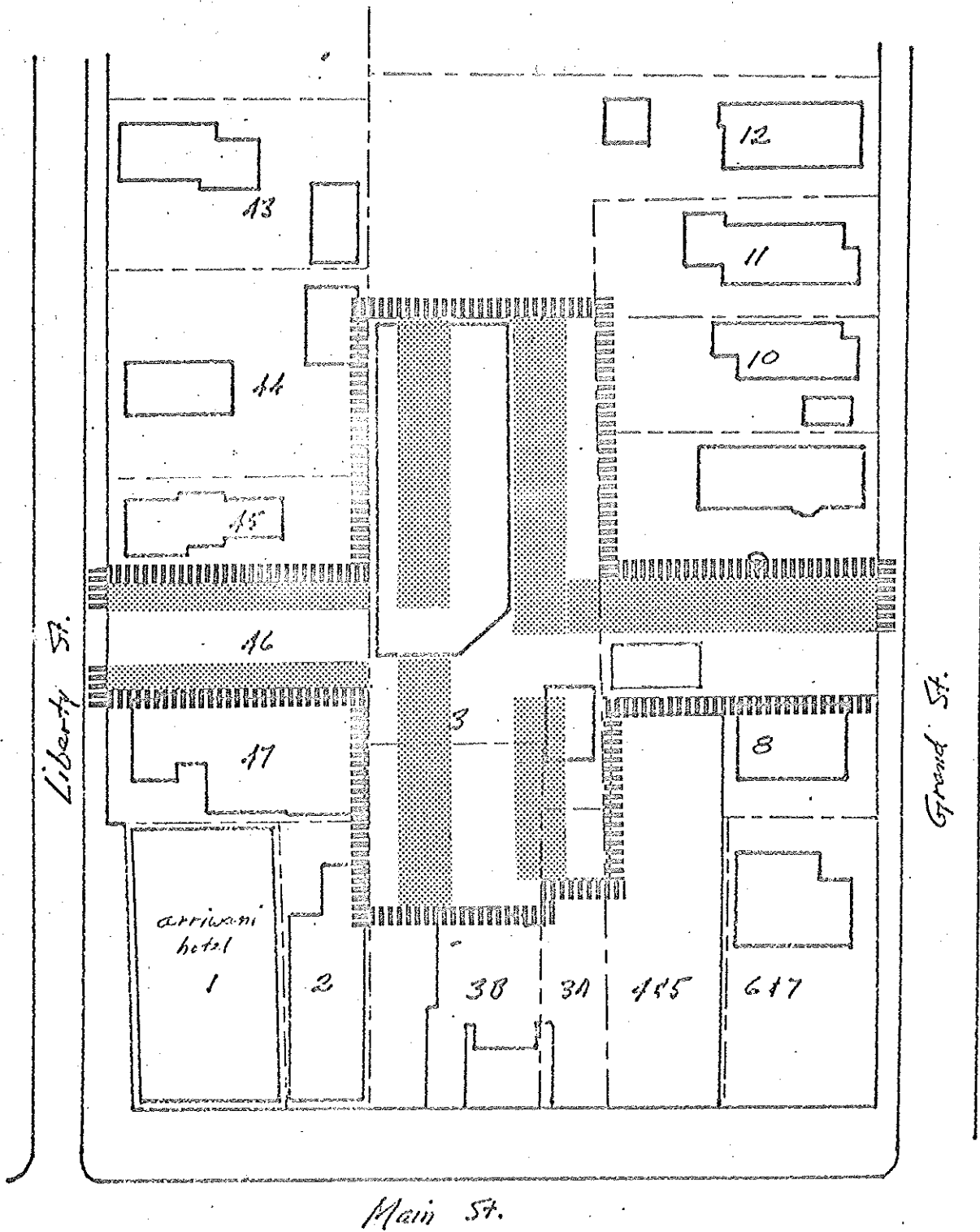


Figure 22  
63 spaces  
1" = 60 feet



63 Figure 23  
96 spaces  
1" = 60 feet



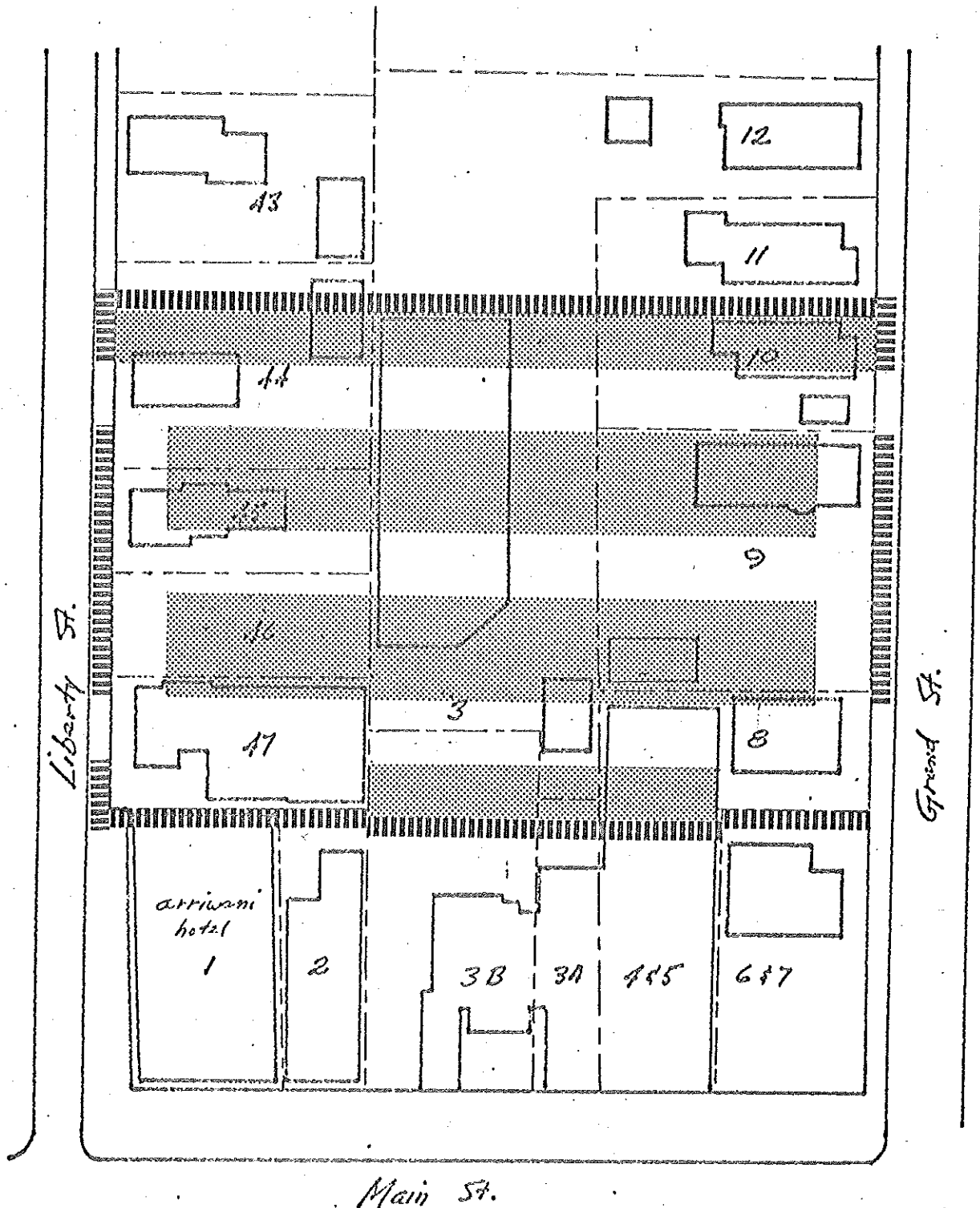


Figure 24  
160 spaces  
1" = 60 feet

## Chapter VI

### FERRY TO GREEN AREA

#### A. Introduction

As stated in the CDAP Action Program T&C 3-6, the purpose of this chapter is to consider the feasibility of creating a "surface parking lot behind stores on east side of Main Street between Ferry and Green Streets."

#### B. Existing Conditions

##### 1. External Forces

One of the reasons for the lack of commercial success in this block is the inability of customer vehicles to penetrate the area. There is no link around the eastern end of the block and any connecting of Gilshannon Place with Cherry Street (the construction of a loop road through this area) will necessitate the removal of two multi-family residential structures on Green Place and Green Court.

In an effort to bolster the supply of off-street parking in this area, the Parking Authority constructed the lot at Grand and Main Streets. Lot "B," with a 32-space capacity, is located across Main Street from the subject block. Neither should be considered in meeting the long-term needs of this block.

##### 2. Internal Forces

While limited parking is provided within this block, it is not for general customer use, but rather employee parking. This parking is provided on a number of parcels and, as such, is uncoordinated.

Most truck services (pickup and deliveries) must be handled on Main Street, causing serious traffic blockages on Route 66. Therefore, it is desirable to create an area to the rears of these stores, not only for parking convenience, but also to fulfill the service needs of the commercial uses.

The rears of the buildings fronting Main Street are in terrible condition. Particularly notable are the rears of the structures occupying Lots 1-5 containing residential units above the first floor. There is a gravel alley behind the buildings and a run-down tenement appearance dominates, characterized by overhanging porches, overhanging wash lines, T.V. antennas, boarded windows, wooden appendages in need of major repair, broken down spouting, trash cans and other debris littered about the alley area. To a lesser extent this tenement appearance is visible to the rear of the Master Supply Building; however, the level of maintenance is much higher.

### 3. Relationship to Main Street

The parking area on Lot #38 is accessible only by Ferry Street. Parking areas located behind Master Supply and Jim's Flower Shop are reached via Green Street. There is no cross block circulation nor is there any penetration at mid-block to Main Street for either vehicular or pedestrian traffic. While most Main Street commercial facilities have rear entrances, they are strictly for employees and minor servicing.

### 4. Land Uses

The frontage along Main Street is totally commercial on the first floor. There are approximately 30 residential units above these stores.

Properties on the southerly side of Grand Street are predominantly residential in character. St. Sebastian's elementary school is located on Lots 12 & 13, the latter being an asphalt playground area. The northerly side of Green Street is almost totally residential in nature.

The uses on the north side of Ferry Street are mixed residential-commercial and include Marino's Bakery and Restaurant, Theresa's Restaurant, and the A&D Specialty Shop. Residences dominate the southern side of Ferry Street.

### 5. Use and Condition

The following is a detailed description of those properties which might be considered for parking, including their current assessment values as recorded in the Tax Assessor's office.

Main St.

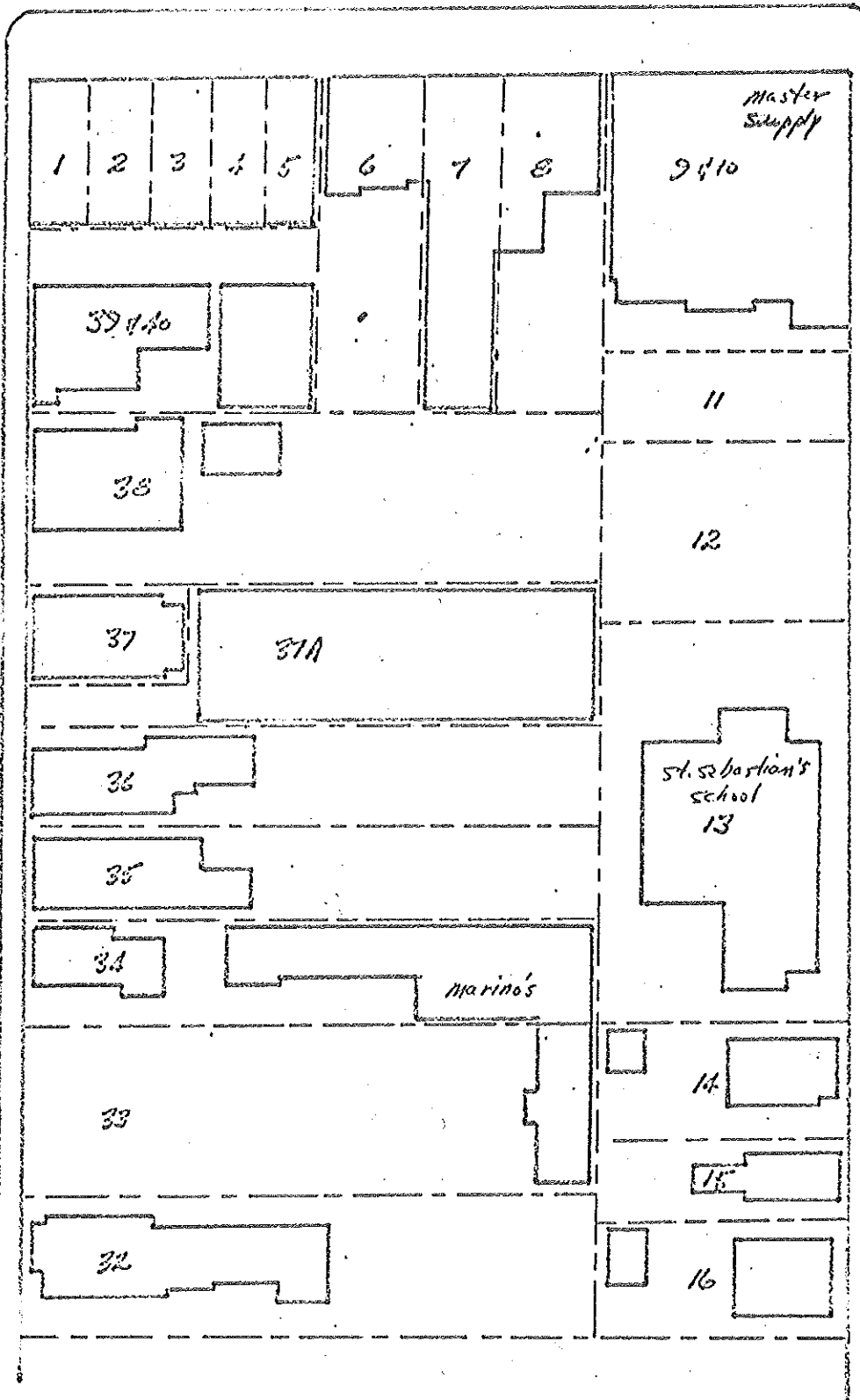


Figure 25  
1" = 60 feet

Address: 64-66 Ferry Street  
Tax Assessor's Number: Map 22, Block 17-37, Lot 37  
Lot Size: 35' x 58' or 2,030 sq. ft.  
Front Foot Price: \$62  
Building Coverage: 1,575 sq. ft.  
Use: 1st floor - commercial - Theresa's Restaurant; 2nd floor - residential - two dwelling units.  
Type of Building: Two story stucco on frame; stone foundation; no basement.  
Number of Rooms: 1st floor - restaurant area; 2nd floor - two apartments, each three rooms plus bath.  
Age and Condition: Date of construction unknown; building old in good condition.  
Assessed Value: Land - \$1,410; Improvements - \$9,270; Total - \$10,680.  
Remarks: First floor converted to a restaurant in 1968; no yard space for dwelling units.

---

Address: 64-66 (rear) Ferry Street  
Tax Assessor's Number: Map 22, Block 17-37, Lot 37A  
Lot Size: 8,120 sq. feet with 15 feet of frontage; widening to 50 feet behind Lot 37.  
Front Foot Price: \$113 - front; \$9 - rear  
Building Coverage: 6,593 sq. ft.  
Use: Commercial - indoor parking garage for Theresa's Restaurant  
Type of Building: One story steel frame, brick building with concrete foundation.  
Age and Condition: Building old; condition fair  
Assessed Value: Land - \$1,320; Improvements - \$18,210; Total - \$19,530.  
Remarks: Building apparently constructed for warehouse and/or automotive repair, since steel girders are equipped for winches, etc. Building not heated.

---

Address: 68-72 Ferry Street  
Tax Assessor's Number: Map 22, Block 17-37, Lot 38  
Lot Size: 60' x 204' or 12,240 sq. ft.  
Front Foot Price: \$113  
Building Coverage: Primary building - 974 sq. ft.; garage - 627 sq. ft.  
Use: 1st floor - commercial and residential; 2nd floor - residential; total of three dwelling units.  
Type of Building: Two story frame structure with shingles; stone foundation; no basement; garage one story brick.  
Number of Rooms: 1st floor commercial area 338 sq. ft., plus five rooms and a bath; 2nd floor - two apartments, three rooms plus bath and two rooms plus bath.

Age and Condition: Building old; primary building in fair to poor condition; foundation cracked; siding and wooden appendages (stairs) in need of maintenance.

Assessed Value: Land - \$4,410; Improvements - primary building - \$8,170; Garage - \$400; Total - \$12,980.

Remarks: This property represents the key parcel for a parking facility within this block. The outward appearance of the residential structure indicates declining maintenance.

---

Address: 74-76 Ferry Street

Tax Assessor's Number: Map 22, Block 17-37, Lots 39 & 40

Lot Size: 63' x 103' or 6,489 sq. ft.

Front Foot Price: \$82

Building Coverage: Primary building - 2,204 sq. ft.; garage 1,428 sq. ft.

Use: Commercial - A&D Specialty Co.; residential - four dwelling units.

Type of Building: Two-story frame shingle building.

Number of Rooms: 1st floor - A&D specialty Company plus two apartments, each with four rooms plus bath; 2nd floor - two apartments, each four rooms plus bath.

Age and Condition: Date of construction unknown; building is old. Condition of primary building fair. The brick work of the rear garage is cracked in spots and maintenance is obviously lacking.

Assessed Value: Land - \$3,360; Improvements - primary building - \$11,260; garage - \$1,280; Total - \$15,900.

Remarks: Rear garage (42' x 34') used for storage of hardware supplies (perhaps Master Supply); garage has two bays. Property lies adjacent to blighted alley-way.

---

Address: 578-582 Main Street

Tax Assessor's Number: Map 22, Block 17-37, Lot 6

Lot Size: 37' x 120' or 4,440 sq. ft.

Front Foot Price: \$267

Building Coverage: 1,610 sq. ft.

Use: 1st floor - commercial: barber shop and vacant stores; 2nd and 3rd floors - apartment units; 2nd floor - five rooms and bath; 3rd floor - five rooms and bath.

Type of Building: 3 story frame with basement.

Assessed Value: Land - \$6,420; Building - \$8,350; Total - \$14,770.

---

Address: 590 Main Street

Tax Assessor's Number: Map 22, Block 17-37, Lot 8

Lot Size: 37' x 120' or 4,440 sq. ft.

Front Foot Price: \$267

Building Coverage: 1,961 sq. ft.

Use: Commercial - Jimmy's Flower Shop, Victor's Shoe Repair  
Type of Building: One and one-half story frame; stone foundation.  
Age and Condition: Structure built in 1747. Condition very poor.  
Rear appearance worse with tar paper patching - rear roof sags.

Assessed Value: Land - \$6,420; Improvements - \$3,120; Total - \$9,540.

Remarks: Parking in rear for approximately five vehicles with access from Lot #11. Structure cannot be rehabilitated. It is in dilapidated condition due to age and lack of maintenance.

---

Address: Green Street, rear of Master Supply  
Tax Assessor's Number: Map 22, Block 37-17, Lot 11  
Lot Size: 31' x 90' or 2,800 sq. ft.  
Front Foot Price: \$77

Use: Parking and material storage for Master Supply Company

Assessed value: Land - \$1,550; Total - \$1,550.

Remarks: Property serves as a rear to Lots #9 and #10 providing access to Master Supply and other uses within that structure.

---

Address: Green Street  
Tax Assessor's Number: Map 22, Block 37-17, Lot 12  
Lot Size: 63' x 90' or 5,670 sq. ft.  
Front Foot Price: \$77

Use: Paved playground for St. Sebastian's School

Assessed Value: Land - \$3,150; Total - \$3,150.

Remarks: This is a tax exempt property. A mutual agreement must be reached if the City is to consider the acquisition of this land. This property is completely asphalted and has children's play equipment.

---

Address: 41-43 Green Street  
Tax Assessor's Number: Map 22, Block 17-37, Lot 14  
Lot Size: 40' x 90' or 3,600 sq. ft.  
Front Foot Price: \$77  
Building Coverage: Primary structure - 1,338 sq. ft.; rear garage - 462 sq. ft.

Use: Residential - two dwelling units

Type of Building: Two story frame shingled building with stone foundation. 22' x 21' cinder block garage in rear.

Number of Rooms: 1st floor - six rooms plus bath; 2nd floor - six rooms plus bath.

Age and Condition: Building old in good condition. Level of maintenance is high. Two-car garage in good condition - built 1959.

Assessed Value: Land - \$2,000; Improvements - residential structure - \$7,270; garage - \$840; Total - \$10,110.

Address: 37 Green Street  
Tax Assessor's Number: Map 22, Block 37-17, Lot 15  
Lot Size: 28' x 90' or 2,520 sq. ft.  
Front Foot Price: \$77  
Building Coverage: 1,182 sq. ft.  
Use: Residential - two family  
Type of Building: Two-story frame, with siding; stone foundation.  
Number of Rooms: 1st floor - five rooms plus bath; 2nd floor -  
five rooms plus bath.  
Age and Condition: Date of construction unknown; condition is  
good; level of maintenance is high.  
Assessed Value: Land - \$1,400; Improvements - \$6,880; Total -  
\$8,280.

---

### C. Planning Considerations

One of the problems of this block is that Ferry Street and Green Street do not connect except via Main Street. In order to establish circulation to the rear of the Main Street stores and in an efficient way, it is desirable that the parking and service area extend from Ferry Street to Green Street. Since Lot 38 is the key parcel, the acquisition of which is a pre-requisite for any public parking facility within this area, it is logical to extend a parking area through Lots 11 and 12 on Green Street.

The major problem with any plans which include Lot 12 is its tax exempt status and that it cannot be acquired by eminent domain. One alternative that might be explored with St. Sebastian's School for the use of Lot 12, is a playground replacement through the acquisition of the residential structure(s) on Lot 14 (and possibly 15). These are located directly east of the school.

Other alternatives for providing parking might include the utilization of Lots 39 and 49 with frontage on Ferry Avenue. The structures on these properties help to obscure the rundown tenement character to the rears of Lots 1 through 5. By exposing this area, a mechanism might be created to rehabilitate these structures and at the same time provide direct rear trucking access to the first floor commercial occupants.

Pedestrian access to Main Street from Lots 38, 39, 40 (and 11 and 12 if acquired) would be via Ferry and Green Streets. There is, however, one excellent opportunity to create mid-block penetration. The building on Lot 8 occupied by Jimmy's Flower Shop and Victor's Shoe Repair is extremely old and dilapidated. There



is merit in considering the acquisition and demolition of this structure, in order to create a lighted walkway from a rear parking area. Furthermore, the parcel is wide enough (37') that a walkway need occupy only a portion of its width. The balance of the width, maybe 20 feet, could be used to build new retail structures or small office spaces with access onto the pedestrian walkway. Such uses would of necessity have to be small in scale since the ground floor area would be limited.

Presently the land value of Lot 8 is twice that of the building. By demolishing this building and erecting a new retail structure, the tax base of the property could be enhanced significantly. At the same time, a lighted walkway with brick surfacing and trees could provide an attractive means of access to the Main Street shopping area. It might also serve as a small sitting area.

Certainly the creation of an off-street parking area behind this block will provide access to each commercial use fronting on Main Street. As such, private incentive might be generated to rehabilitate the long neglected structures which blight the entire block.

It is not now feasible to acquire an area large enough for future decking, since such an undertaking would wipe out a great number of residential and commercial structures in the area and would be beyond the scope of available funds.

#### D. Alternatives and Costs

The following table indicates the estimated costs for each of the parking arrangements shown in Figures 26 through 29.

Figure	26	27	28	29
No. parking spaces	56	73	70	85
Project Cost	\$189,980	\$304,520	\$399,510	\$460,115
Cost per space	\$ 3,393	\$ 4,171	\$ 5,707	% 5,413

Due to width limitations, the scheme shown in Figure 26 is for 60° parking with one-way traffic. All other arrangements on the following pages are for perpendicular stalls. The random dot

patterns which appear on Lots 14 & 15 indicate the acquisition of these residential structures for playground replacement. As such these costs are included in the above figures.

The acquisition and clearance of the structure on Lot 8 is applicable to each plan, however, the costs of acquisition, demolition, etc., are included only in Figures 28 and 29. Should this property be acquired the City may choose to either develop it as suggested and rent commercial space or sell the property for development while retaining a public easement to Main Street.

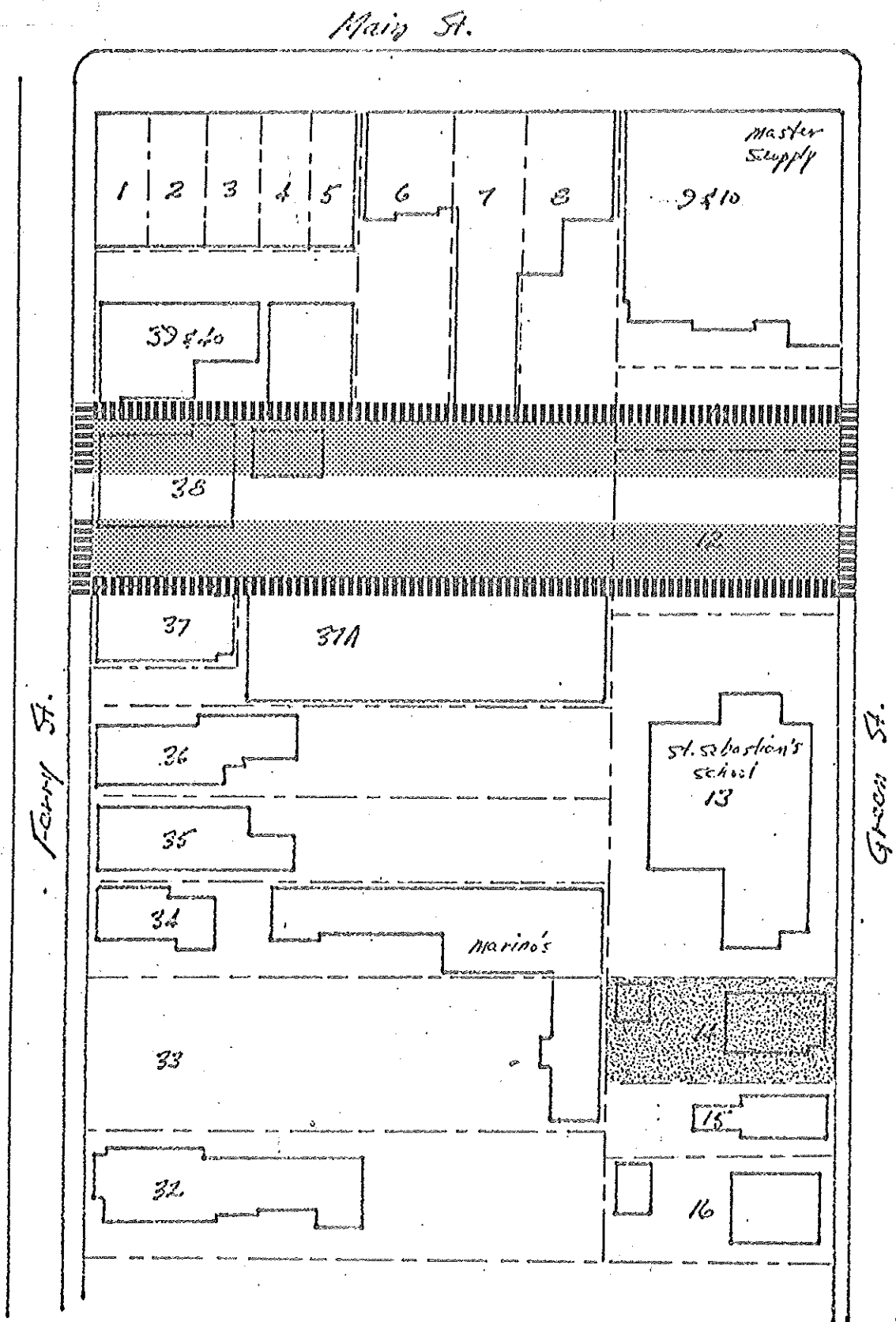


Figure 26  
56 spaces  
1" = 60 feet

1 2 3 4 5 6 7 8 9 & 10

Master Supply

39 & 40

38

37

31A

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17

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14

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3

2

1

St. Sebastian's School

Marino's

90

Main St.

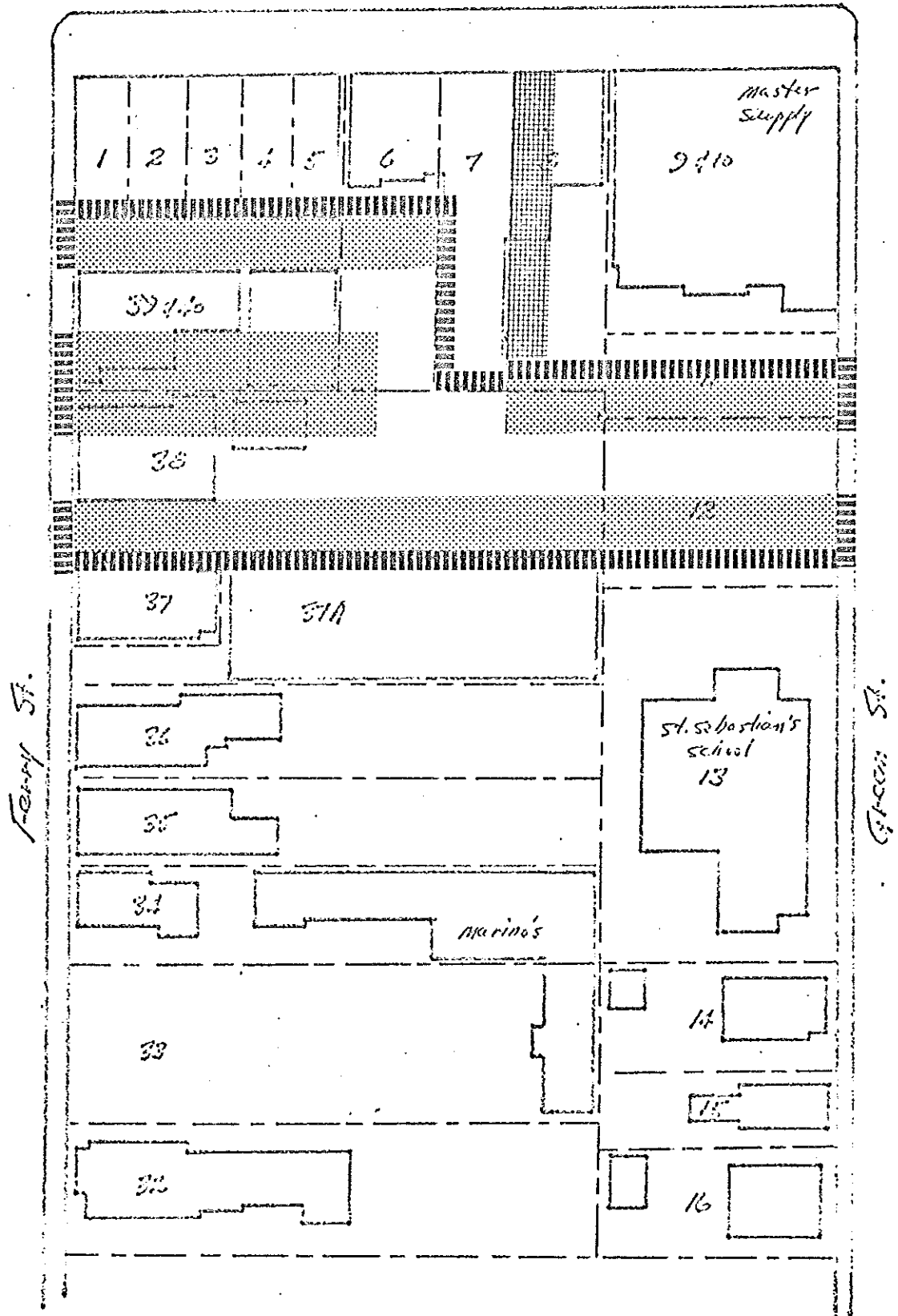
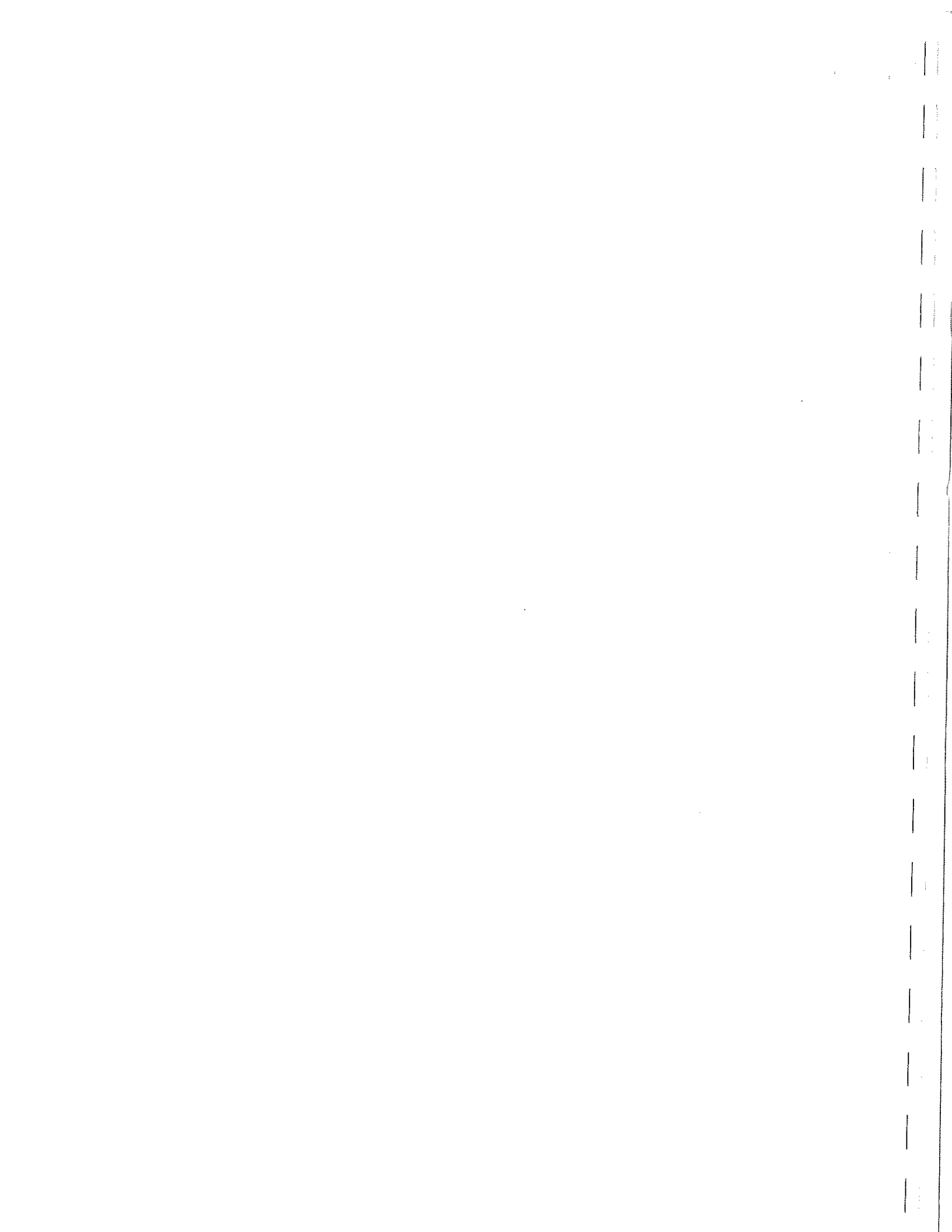


Figure 27(a)  
88 spaces  
1" = 60'



Main St.

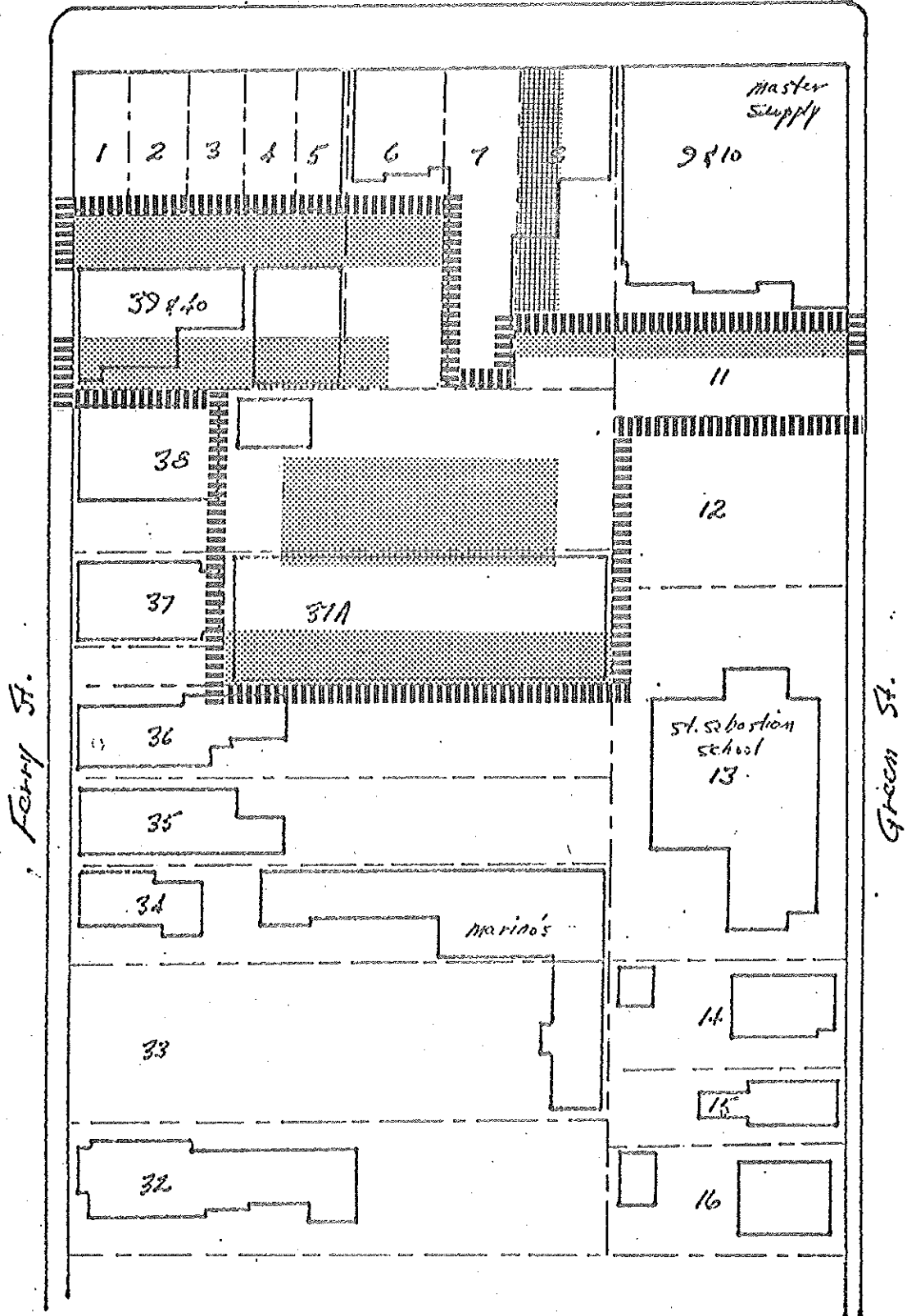


Figure 28  
70 spaces  
1" = 60 feet

Main St.

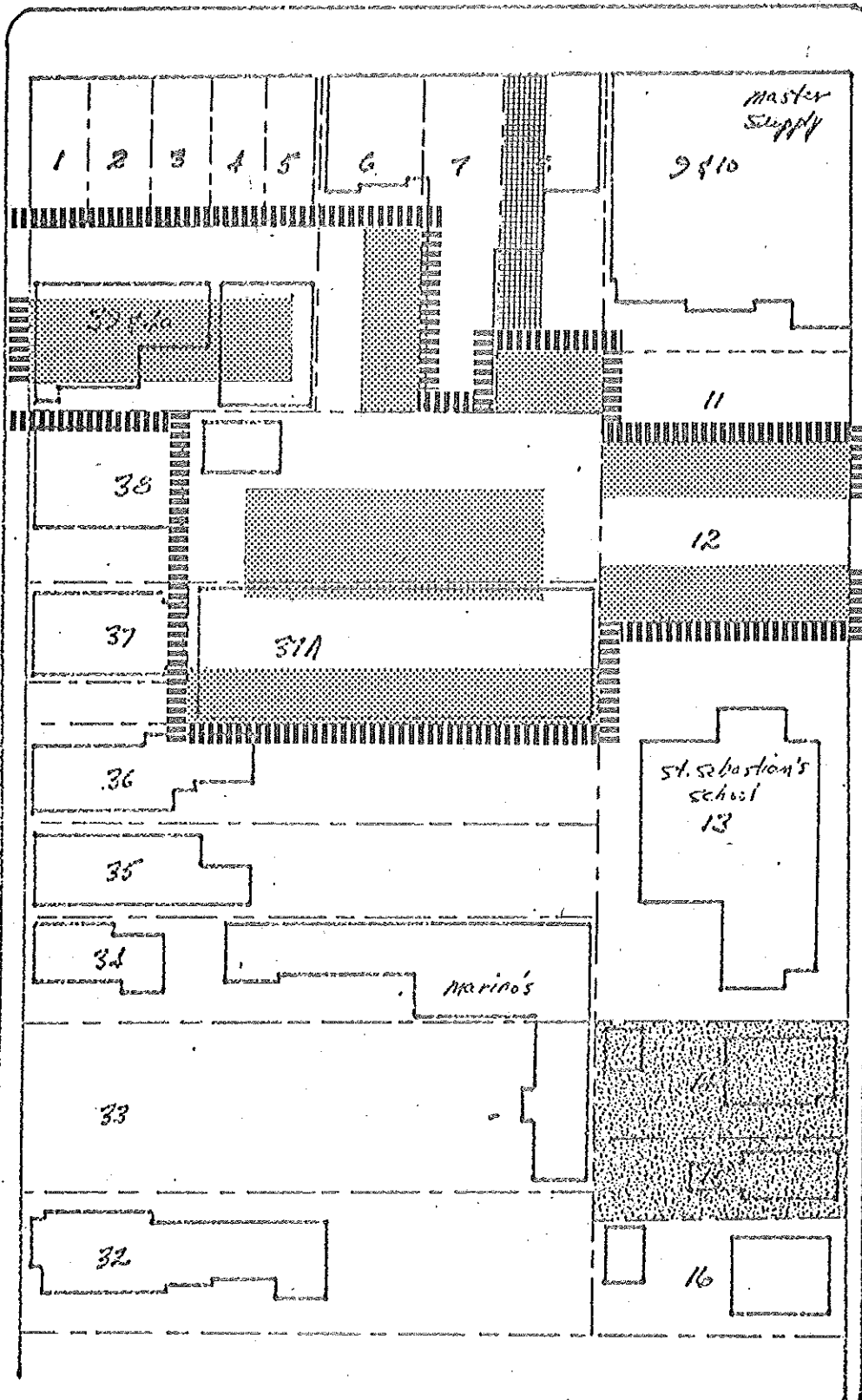


Figure 29  
85 spaces  
1" = 60 feet



## Chapter VII

### WASHINGTON TO FERRY AREA

#### A. Introduction

As stated in the CDAP Action Program T&C 3-7, the purpose of this chapter is to consider the feasibility of creating a "surface parking lot behind stores on east side of Main Street between Washington and Ferry Streets."

#### B. Existing Conditions

##### 1. External Forces

Within this block, there is no provision for public parking except the metered spaces on Main Street. This lack of vehicular penetration in nearly every block north of Washington Street has been a contributing factor in the nature of commercial activities as compared to the south of Washington Street. In order for this area to survive, vehicular access must be provided, not only to get the shopper closer to his destination, but also to provide the necessary services i.e., delivery, trash pickup, to these commercial properties without blockages and traffic tie ups along Main Street.

##### 2. Internal Problems

For purposes of this study, consideration will only be given to that portion of the block bounded by Ferry, Main and Washington Streets, and Alsop Avenue. Within this area is a relatively large, unpaved parking area in multiple ownership, the access to which, is gained via two vehicular tunnels from Main Street. These tunnels contribute to pedestrian-vehicular conflict and to undesirable turning movements. While the rear parking serves the office needs of some of the block's tenants, vitally needed customer parking is shut off.

A dry cleaning establishment is located in the center of the block in addition to various storage sheds and garages. Generally, these accessory structures are in poor condition. Several truck docks are also located in this rear land.

Physical appearance is an important consideration. Overall the subject block is "spotty." Most buildings along Ferry Street, are multi-residential, some in deteriorating condition. The rears of those buildings facing Main Street have been neglected and contribute further to the deteriorating appearance of the area.

### 3. Relationship to Main Street

All access from the interior parking and service area is by way of tunnels. One, is located at 500 Main Street (Bruno's floor covering) while the second is through the Poliner Building (512-522 Main Street). These tunnels are ten feet and 13 feet in width, respectively, and can accommodate only one vehicle at a time. Traffic moving through to Main Street is confronted with "blind" intersections at the sidewalk.

### 4. Land Uses

All structures lying on the easterly side of Alsop Avenue are residential, each housing two or three family units. The Washington Street frontage is dominated by multi-story buildings near Main Street containing commercial uses on the ground floor and residential units above. The ground floor uses along Main Street are solid commercial with offices and residential uses located above the first floor. Except for a tavern on Ferry Street, the southerly side is exclusively residential. The opposite side of Ferry Street is mixed residential-commercial, with several mid-block restaurants.

### 5. Use and Condition of Individual Properties

The following is a detailed description of properties which might be considered for a parking area including the current assessed values as recorded in the Tax Assessor's office.

---

Address: 17-19 Alsop Avenue  
Tax Assessor's Number: Map 22, Block 17-47, Lot 6  
Lot Size: 43' x 125' or 5,375 sq. ft.  
Front Foot Price: \$42  
Building Coverage: House - 1,212 sq. ft.; Garage - 198 sq. ft.  
Use: Residential - two family  
Type of Building: Two story frame with double siding; stone foundation.

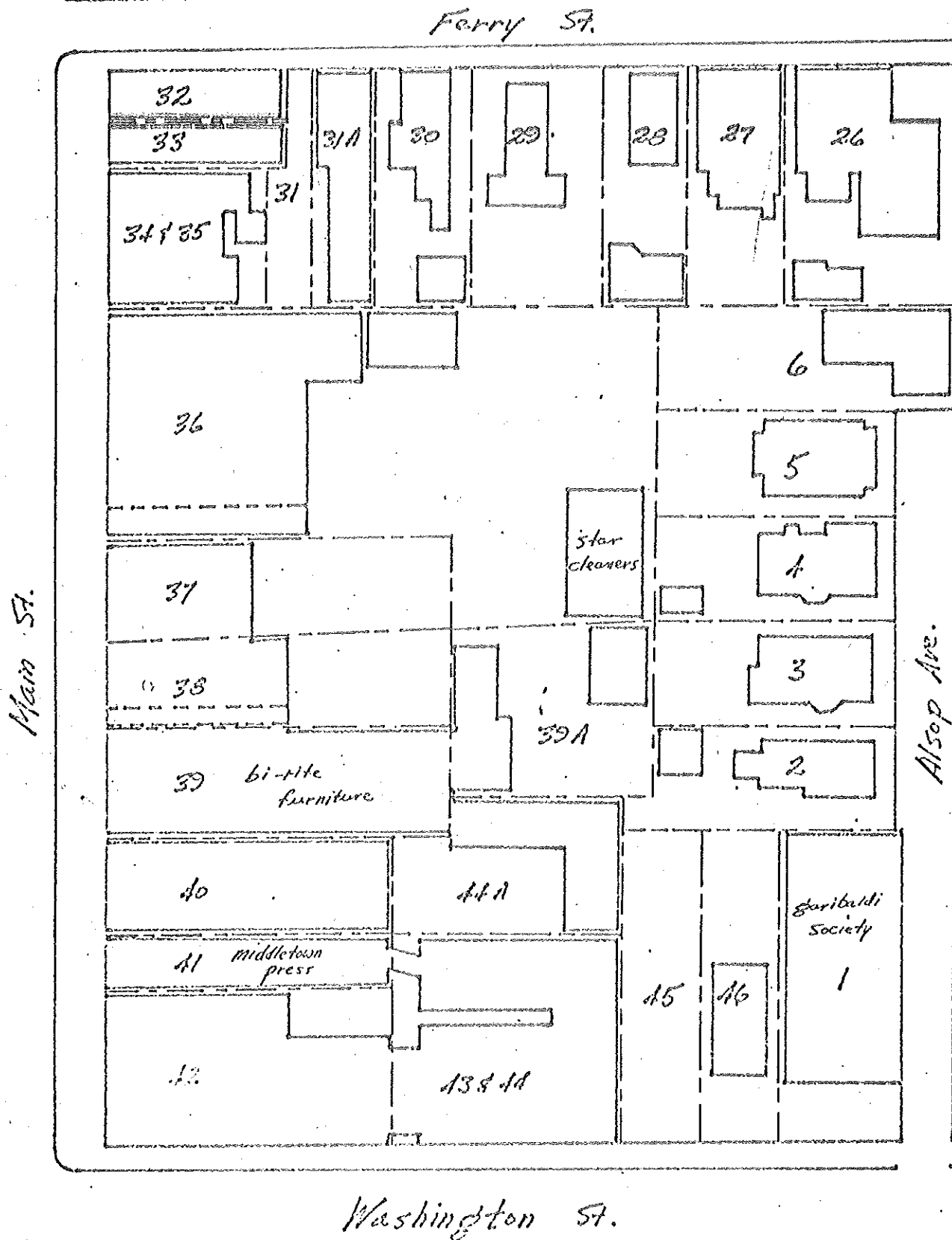


Figure 30  
1" = 60 Feet

Number of Rooms: 1st floor - 5 rooms plus bath; 2nd floor - 5 rooms plus bath.

Age and Condition: Structure built 1911. Condition - fair. Maintenance - good.

Assessed Value: Land - \$1,830; Improvements - House - \$8,650; Garage - \$50; Total - \$10,530.

Remarks: While a sizeable yard lies to the west of the subject structure, only three to four feet are provided between the structure and the northerly and easterly property lines.

---

Address: 3 Alsop Avenue

Tax Assessor's Number: Map 22, Block 17-47, Lot 2

Lot Size: 43' x 104' (average depth) or 4,472 sq. ft.

Front Foot Price: \$65

Building Coverage: House - 1,495 sq. ft.; Garage - 324 sq. ft.

Use: Residential - two family

Type of Building: Two story frame with double siding, brick and stone foundation.

Number of Rooms: 1st floor - 5 rooms plus bath; 2nd floor - 5 rooms plus bath; 3rd floor - two rooms.

Age and Condition: Structure built in 1899; both structures fair.

Assessed Value: Land - \$1,830; Improvements: House - \$8,980; Garage - \$440; Total - \$11,250.

Remarks: The driveway is squeezed between subject house and rear of Garibaldi Building. Two car garage in rear of property not used - angle of entry difficult from driveway. House in need of minor exterior repairs and maintenance.

---

Address: 58 Washington Street

Tax Assessor's Reference Number: Map 22, Block 17-47, Lot 46

Lot Size: 33' x 127' or 4,191 sq. ft.

Front Foot Price: \$276

Building Coverage: 1,118 sq. ft.

Use: Residential - two family

Type of Building: Three story frame with double siding; stone foundation.

Number of Rooms: 1st floor - 5 rooms plus bath; 2nd floor - 5 rooms plus bath; 3rd floor - two rooms.

Age and Condition: Structure built in 1800. Condition fair to good. Some exterior maintenance needed - painting, pointing, etc.

Assessed Value: Land - \$3,850; Improvements - \$7,850; Total - \$11,700

---

Address: 62 Washington Street

Tax Assessor's Number: Map 22, Block 17-47, Lot 45

Lot Size: 33' x 127' or 4,191 sq. ft.

Front Foot Price: \$276

Use: Vacant property

Assessed Value: Land - \$5,030; Total - \$5,030.

Remarks: Property owned by the Middletown Press; there is a drop of six to seven feet in a distance of 20 to 25 feet between the corner of Lot 39A and the rear of subject parcel.

---

Address: 484-492 Main Street

Tax Assessor's Number: Map 22, Block 17-47, Lots 39 and 39A

Lot Size: Lot 39 - 6,435 sq. ft.; Lot 39A - 6,035 sq. ft.;

Total - 12,470 sq. ft.

Front Foot Price: Lot 39 - \$582; Lot 39A - \$108

Building Coverage: Primary building - 7,955; garage - 600 sq. ft.

Use: Commercial - retail furniture (Bi-Rite)

Type of Building: Five stories with basement brick; frame garage.

Assessed Value: Land - Lot 39 - \$17,020, Lot 39A - \$4,990;

Improvements - Primary building - \$28,250; garage - \$400;

Total - \$50,660.

Remarks: For purposes of creating a parking area only Lot 39A should be considered. A three-bay wooden garage in dilapidated condition is situated to the rear of Lot 39A. To the rear and connected to the primary building on the westerly side a two-space truck dock and a frame and asphalt sided storage shed has been appended. These are also in a dilapidated state and out of plumb. The roofing and siding materials are falling apart on both these rear structures.

---

Address: 500 Main Street

Tax Assessor's Number: Map 22, Block 17-47, Lot 38

Lot Size: 5,148 sq. ft.

Front Foot Price: \$582

Building Coverage: 1,925 sq. ft.

Use: Commercial - Bruno's Floor Covering

Type of Building: One story concrete block

Age and Condition: Building constructed 1969 - excellent condition

Assessed Value: Land - \$13,990; Improvements - \$20,120; Total - \$34,110.

Remarks: A ten-foot wide alley-way extends from Main Street to the rear of this parcel serving a five to six space parking area. Presumably this area serves as a loading and unloading space. High trucks apparently do not use this alley since a large air conditioning unit extends out into the tunnel at a height of approximately eight feet.

---

Address: 504-508 Main Street

Tax Assessor's Number: Map 22, Block 17-47, Lot 37

Lot Size: 42' x 144' or 6,048 sq. ft.

Front Foot Price: \$582

Building Coverage: 2,588 sq. ft.

Use: 1st floor - commercial (Cody Shoes); 2nd floor - residential.

Assessed Value: Land - \$15,890; Improvements - \$21,360; Total - \$37,250.

Remarks: Interest is only expressed in the rear of this parcel which is now used for the parking of about six vehicles on an unfinished surface. Access to this area is gained from the tunnel through the adjacent Poliner Building.

---

Address: 512-522 Main Street  
Tax Assessor's Number: Map 22, Block 17-47, Lot 36  
Lot Size: 25,155 sq. ft. with 95 feet of frontage  
Front Foot Price: \$475 (front); \$85 (rear land)  
Building Coverage: 9,989 sq. ft.  
Use: Commercial, office and retail  
Assessed Value: Land - \$35,510 (front), \$2,320 (rear);  
Improvements - main building - \$65,910, garage - \$950;  
Total - \$104,690.

Remarks: A 13-foot wide tunnel extends from Main Street to the rear portion of this parcel, giving it access to the parking area and a dry cleaning establishment. For purposes of this report, rear land represents the key parcel without which a public parking facility would not be obtainable. To the rear of the main building along the northerly property line is a four-stall brick garage in fair condition covering 813 sq. ft. and apparently used for storage for Edward's Floor Covering. An overhead door has recently been installed in this garage, the only door in use.

---

Address: Rear 510 Main Street (building only)  
Tax Assessor's Number: Map 22, Block 17-47, Lot 36 (rear)  
Building Coverage: 1,722 sq. ft.  
Use: Commercial - Star Cleaning and Dyeing  
Type of Building: One story combination brick, block and frame building with stone foundation.  
Age and Condition: Building old. A portion of the building is stucco and frame which has serious cracks. The brick work on the northerly end of the building is cracked, chipped and otherwise deteriorating. The overall maintenance of this establishment is extremely poor and, in general an eyesore. Weeds abound.  
Assessed Value: Improvements: \$3,240; Total - \$3,240.

Remarks: The building was obviously built in stages on an as-needed basis. The cinder block on the southerly wall of the building has never been painted or otherwise covered. Access to this establishment is via a vehicular tunnel through the Poliner Building. There is a business sign above the tunnel entrance on Main Street.

---

Address: 73 Ferry Street  
Tax Assessor's Number: Map 22, Block 17-47, Lot 31A

Lot Size: 26' x 100' or 2,600 sq. ft.  
Front Foot Price: \$81  
Building Coverage: Tavern - 1,392 sq. ft.; garage - 702 sq. ft.  
Use: Commercial - tavern and storage garage.  
Type of Building: One story brick with five-bay garage in rear.  
Age and Condition: Both tavern and garage are old. Exterior maintenance is low. The wood doors of the rear garage are in poor condition. There is a makeshift roof between the tavern and garage which provides cover to trash cans, etc.  
Assessed Value: Land - \$1,370; Improvements - \$9,100; Total - \$10,470.  
Remarks: The tavern occupies the full width of the lot, thus there is no designated right-of-way on the property to the garage. The garage is used for storage of paint and hard-wood supplies (apparently National Paint Company).

---

Address: 71 Ferry Street  
Tax Assessor's Number: Map 22, Block 17-47, Lot 39  
Lot Size: 40' x 100' or 4,000 sq. ft.  
Front Foot Price: \$81  
Building Coverage: House - 1,290 sq. ft.; garage - 520 sq. ft.; Total - 1,810 sq. ft.  
Use: Residential - two family  
Type of Building: Two floor frame with siding; stone foundation; brick garage.  
Number of Rooms: 1st floor - five rooms plus bath; 2nd floor - 4 rooms plus bath.  
Age and Condition: Both house and garage are old. House in fair condition; Garage - poor.  
Assessed Value: Land - \$1,370; Improvements - House - \$7,030, Garage - \$490; Total - \$8,890.  
Remarks: The side porch from the second floor of the house is sagging and in need of repair as are many of the wood surfaces on this structure. The roof on the rear garage is sagging. The rear of this property abuts the four-bay garage on the Poliner property.

---

Address: 67 Ferry Street  
Tax Assessor's Number: Map 22, Block 17-27, Lot 29  
Lot Size: 55' x 100' or 5,500 sq. ft.  
Front Foot Price: \$81  
Building Coverage: 1,348 sq. ft.  
Use: Residential - three family  
Type of Building: Two story frame with shingle siding; stone foundation.

Number of Rooms: 1st floor - six rooms plus two baths; 2nd floor - five rooms plus bath.

Age and Condition: Building old. The exterior walls in poor to fair condition. Wood frame on doors and windows showing signs of weathering. Porch is sagging. Overall maintenance poor to fair.

Assessed Value: Land - \$1,920; Improvements - \$5,210; Total - \$7,130.

Remarks: This parcel provides the most direct and potentially usable access to the interior of the block from Ferry Street.

---

Address: 63 Ferry Street

Tax Assessor's Number: Map 22, Block 17-47, Lot 28

Lot Size: 35' x 100' or 3,500 sq. ft.

Front Foot Price: \$81

Building Coverage: 967 sq. ft.

Use: Residential - two family; rear garage vacant

Type of Building: Two story frame with shingle siding; stone foundation. Rear structure - one story cinder block.

Number of Rooms: 1st floor - four rooms plus bath; 2nd floor four rooms plus water closet.

Age and Condition: House built in 1910; rear shop built 1949; both in fair condition.

Assessed Value: Land - \$1,630; Improvements - House: \$5,670; rear shop - \$1,500; Total - \$8,800.

Remarks: The rear structure formerly occupied by the National Woodworking Company is now vacant and apparently used for storage. The overall maintenance of this property is good.

---

### C. Planning Considerations

The block is bounded on the east by Cherry Street, which in the future, is planned to become a major link in the loop system around the Central Business District. As such, access to a rear parking area should be from Ferry and Washington Streets. The creation on this interior land as public parking will necessitate the removal of one or two structures on Ferry Street and possibly the acquisition of property for direct access to Washington Street. An alternative would be to extend the parking area to Alsop Avenue. However, its intersection with Washington Street is somewhat restricted. The provision of parking in this area should also take into consideration business service needs, i.e., deliveries, trash pick-up. Furthermore, the appearance of the rears of those buildings which front on Main Street, should be weighed by the respective property owners with an eye toward creating rear entrances to the parking area.



Should vehicular access be provided from Ferry Street (a must) or Washington Street (optional) the two vehicular tunnels leading to Main Street ought to be converted to pedestrian use. This can be done through appropriate lighting, painting and potted plants.

Bi-Rite Furniture maintains a truck dock in the rear area. Replacement provisions would have to be provided since the present structure is aesthetically unacceptable and should be demolished. The creation of off-street public parking is not conditional upon disturbing any of the prime commercial uses along Main Street, but rather to encourage greater customer use and accessibility to this block. Such a project would, of necessity, eliminate a number of accessory buildings which are in poor condition and a blighting influence to the area.

In order to establish any parking facility within this block, the acquisition of the rear land of Lot #36 is essential since this represents the key parcel to the entire area.

#### D. Alternatives and Costs

Using the cost factors described on page 33, estimated costs have been prepared for the parking schemes shown on Figures 31 through 35. They are:

Figure	31	32	33	34	35
No. parking spaces	77	83	78	82	135
Project Cost	\$469,315	\$466,555	\$517,615	\$498,410	\$814,545
Cost per space	\$ 6,095	\$ 5,621	\$ 6,636	\$ 6,078	\$ 6,033

The arrangements shown in Figures 31 through 34 all yield approximately 80 spaces. However, Figure 35 indicates the acquisition of properties abutting Alsop Avenue. Certainly this last scheme would result in a more viable parking lot, one which could, in time, be decked. While the cost per space remains constant, this total project cost increases significantly. This may be off-set, in part, through land leasing arrangements.

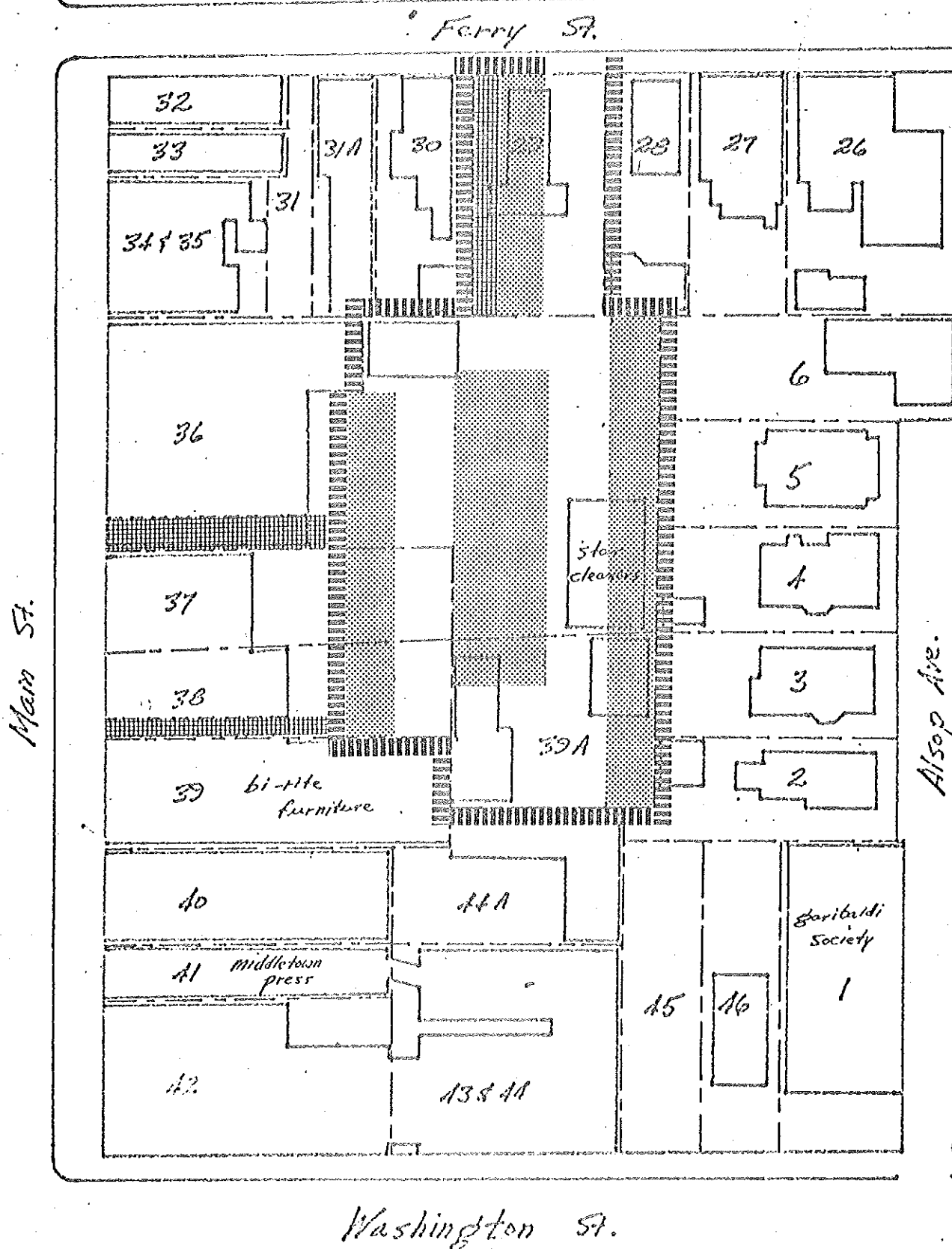


Figure 31  
77 spaces  
1" = 60 feet

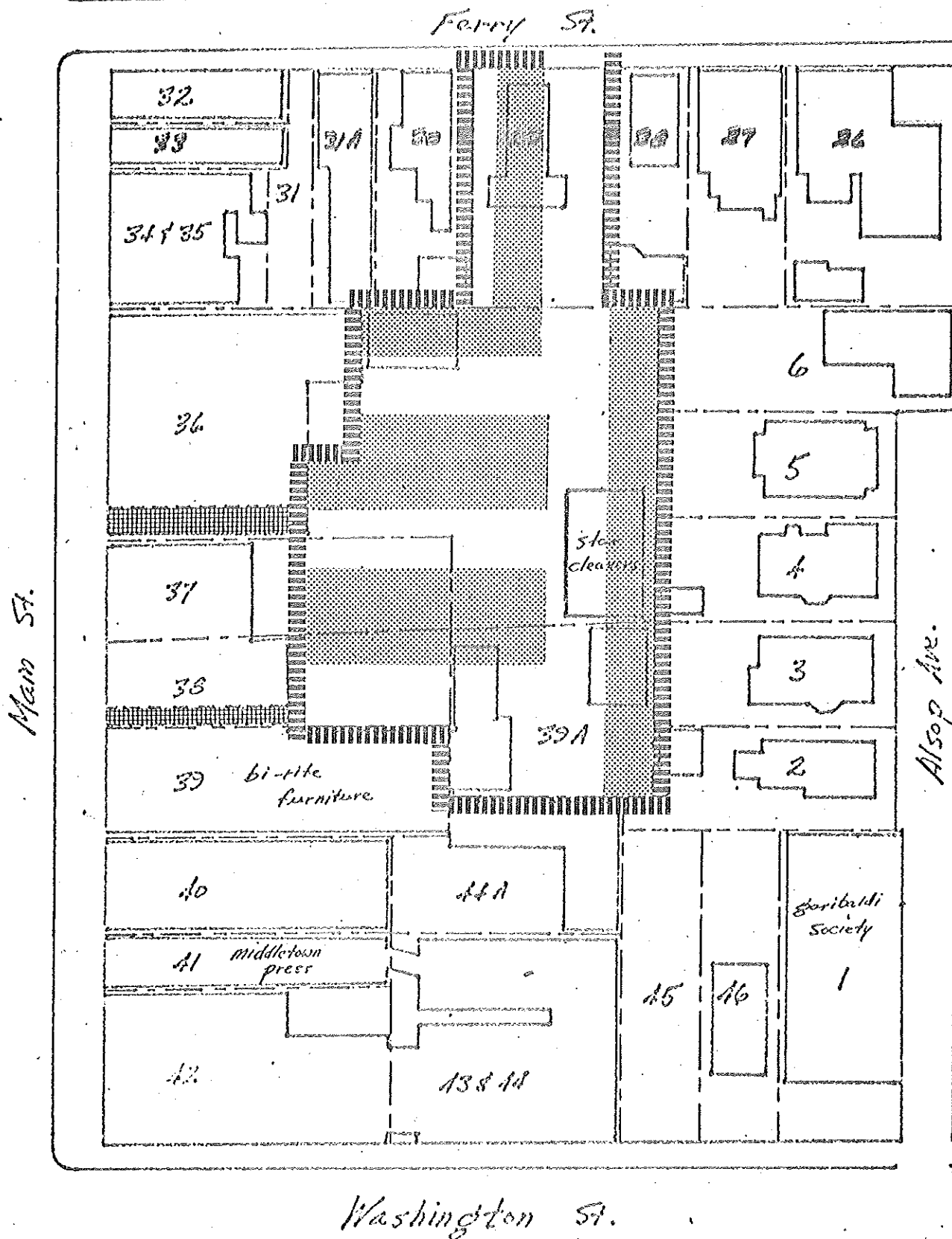
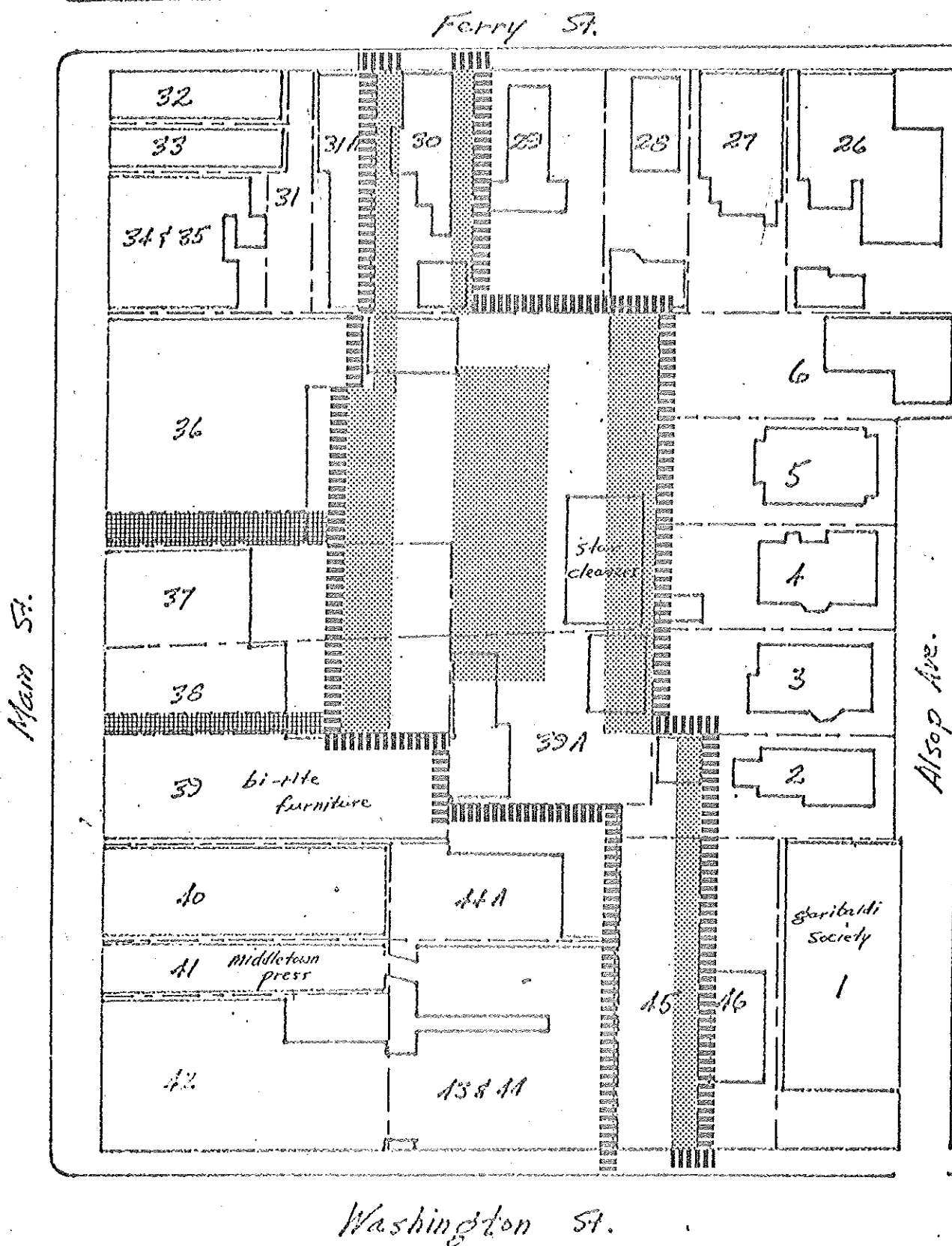
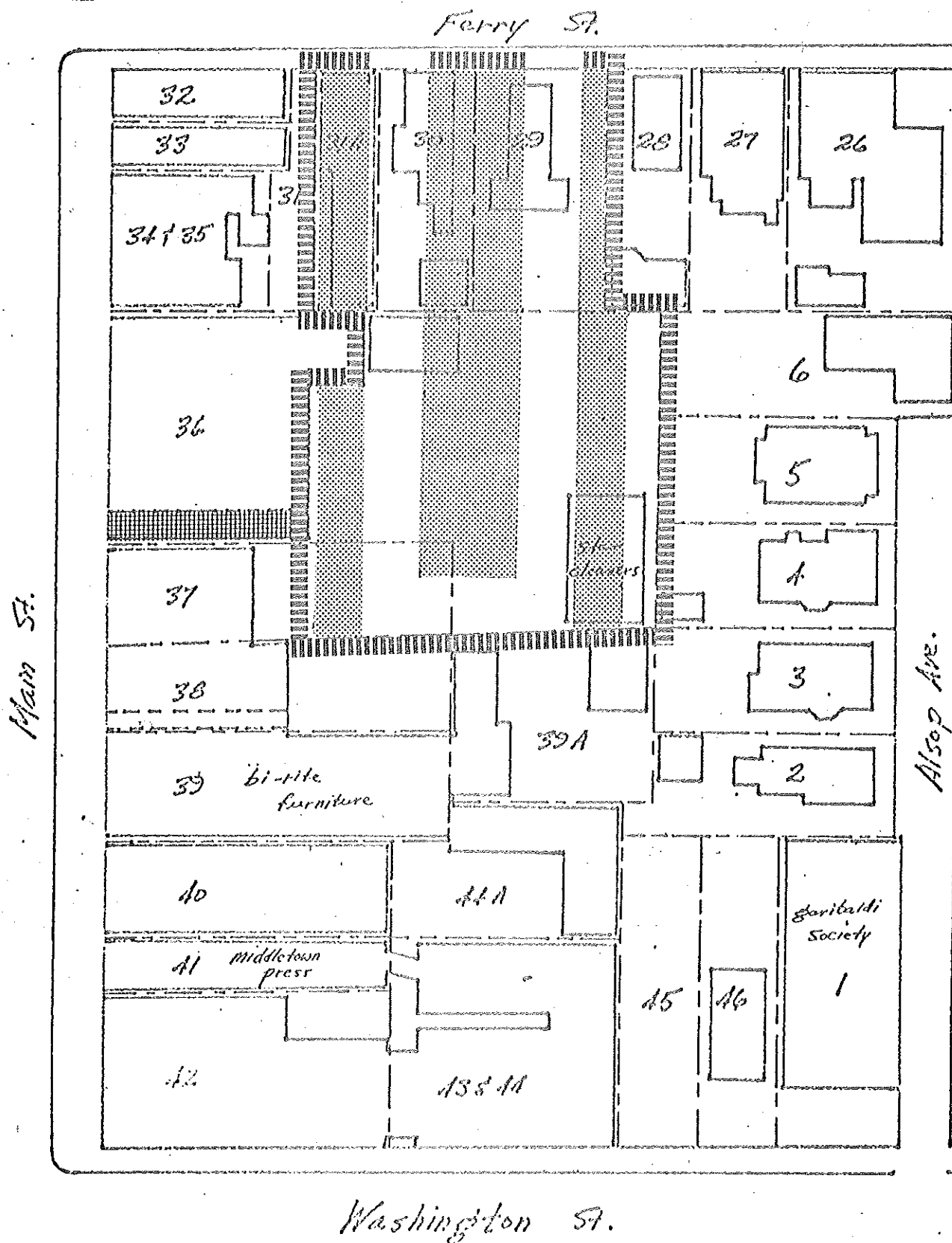


Figure 32  
83 spaces  
1" = 60 feet



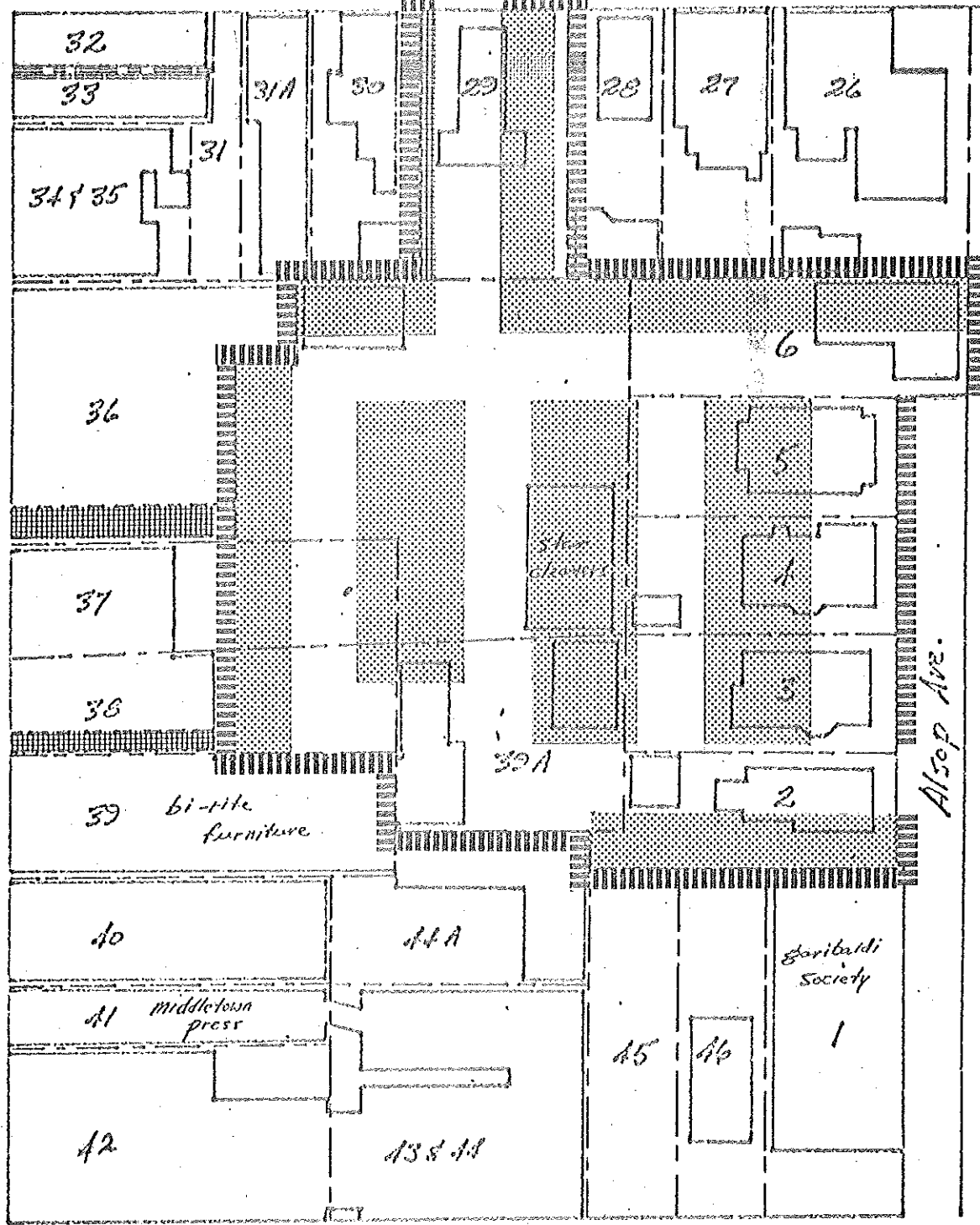


X

Ferry St.

Main St.

Alsoy Ave.



Washington St.

Figure 35  
135 spaces  
1" = 60 feet

## Chapter VIII

### COLUMBUS PLAZA AREA

#### A. Introduction

The purpose of this section is to consider the provision of a parking deck on land now occupied by Bunce's parking facility and Parking Lot "C" on Columbus Plaza.

#### B. Existing Conditions

##### 1. External Forces

This block contains the greatest number of retail outlets in the downtown area, in addition to the Municipal Building and County Court House. All are major generators of traffic. As such this block probably creates the greatest current demand for parking spaces in the downtown.

##### 2. Internal Problems

There are two major public parking areas within this block - one operated by the Middletown Parking Authority with 69 metered spaces; the other owned by the Bunce Company and leased to Michael Schwartz, manager of a large private parking lot operation.

Of all the retail stores lining Main Street, only Bunce's has created a rear entrance. The remainder of the stores north of Bunce's are virtually shielded by a high fence bordering Fagan Avenue. Fagan Avenue itself is used mostly for truck services to stores in the area; however, it is a dead-end street measuring 215 feet by 28 feet. Thus, larger trucks making deliveries to any of those stores must back in from Washington Street. Another problem is the number of curb cuts along the southerly side of Washington Street including: Fagan Avenue; Bunce's parking lot (2); Parking Lot "C" (2); and a driveway to the DeKoven House.

The land owned by the Bunce Co. dominates the interior of the block. Bunce's trucking dock is located on the rear southerly portion of their structure and access to this dock is either through the parking lot from Washington Street or from Court Street. Two brick structures used for storage purposes are located near the Bunce's truck dock.

### 3. Use and Condition of Individual Properties

The following is a detailed description of those properties which might be considered for a parking area, including their current assessed values as recorded in the Tax Assessor's Office.

-----  
Address: Washington Street  
Tax Assessor's Number: Map 22, Block 17-52, Lots 26, 27, 28, 29, and 29A.  
Lot Size: Approximately 40,000 sq. ft.  
Front Foot Price: \$360/\$336  
Use: Parking  
Assessed Value: Land - \$48,610; Improvements - paving - \$4,880, shed - \$270; Total - \$53,760.  
-----

-----  
Address: Washington Street  
Tax Assessor's Number: Map 22, Block 17-52, Lot 30  
Lot Size: 20,300 sq. ft.  
Front Foot Price: \$300/\$366  
Use: Parking Lot "C" - 69 metered parking spaces operated by the Parking Authority.  
Assessed Value: Land - \$23,260; Improvements - \$4,390 (paving)  
Total - \$27,650.  
-----

### C. Planning Considerations

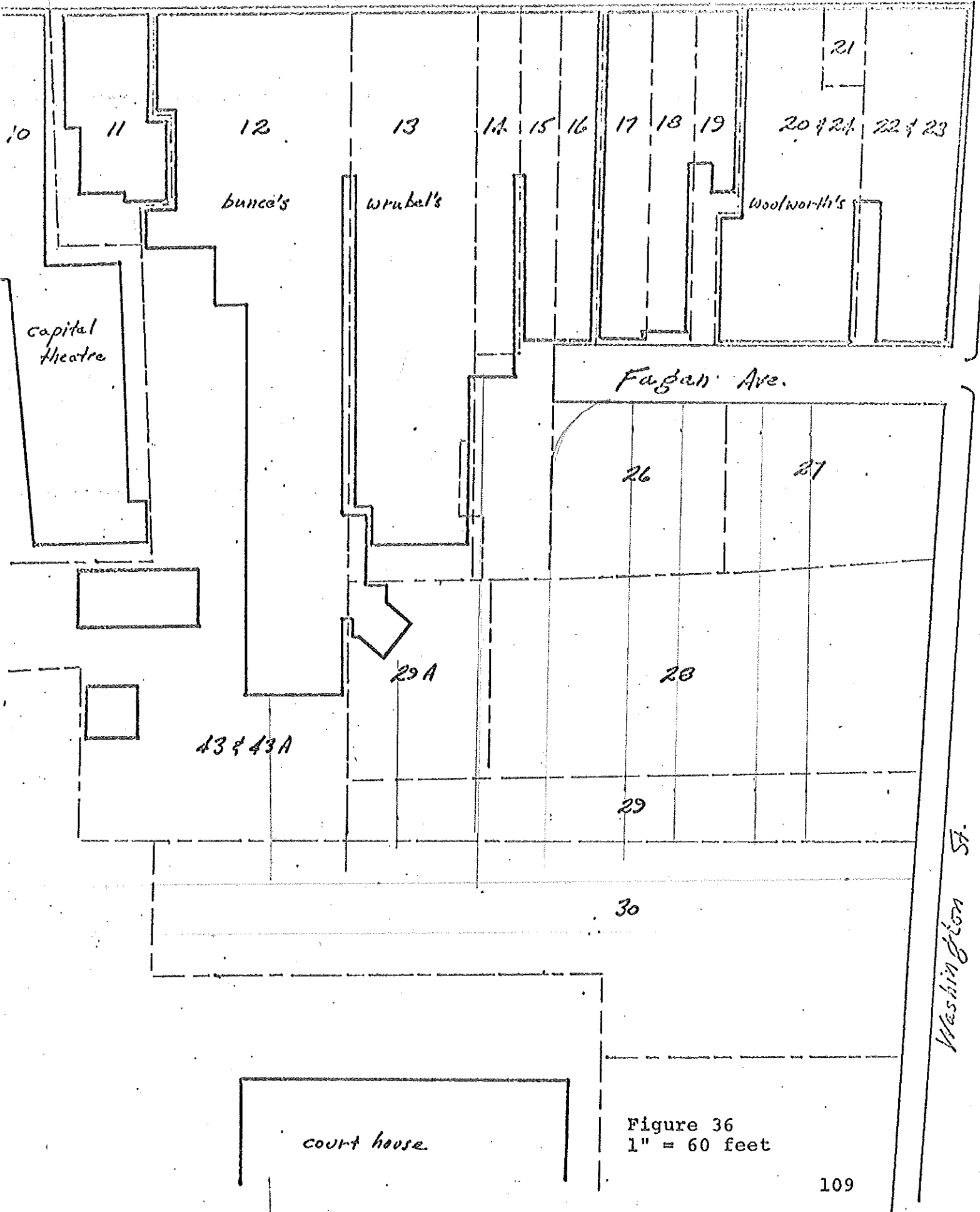
The major advantages to combining these parking lots are: to create greater efficiency in the utility of land; to provide an area large enough and of appropriate configuration for decking; and to minimize the number of entry points onto Washington Street in order to facilitate the flow of traffic in this area.

Despite the traffic generating characteristics of the uses within this block, the execution of this project should not be considered urgent, since the Bunce's parking lot does not now receive full usage.

This project should only be considered at such a time as a deck is needed on the entire area. Any decking arrangements should take into consideration leaving some open space in the vicinity of Bunce's rear entrance and around the rears of those structures abutting Fagan Avenue. The owners and occupants of these retail outlets should be encouraged to create rear entries into the Fagan Avenue area and a parking structure should be designed so as to provide safe and convenient access to all buildings.



Main St.



In this way pedestrian penetration will be assured at numerous points in the block.

Probably the most difficult problem is that of eliminating the backing up of trucks into Fagan Avenue. A 55 foot truck in this rear area will detract from opening up the rears of these businesses. Further, it would be necessary to provide egress through the proposed parking structure onto either Washington or Court Streets. As such this would sharply decrease the capacity of a parking structure, and increase the engineering complications.

#### D. Costs and Alternatives

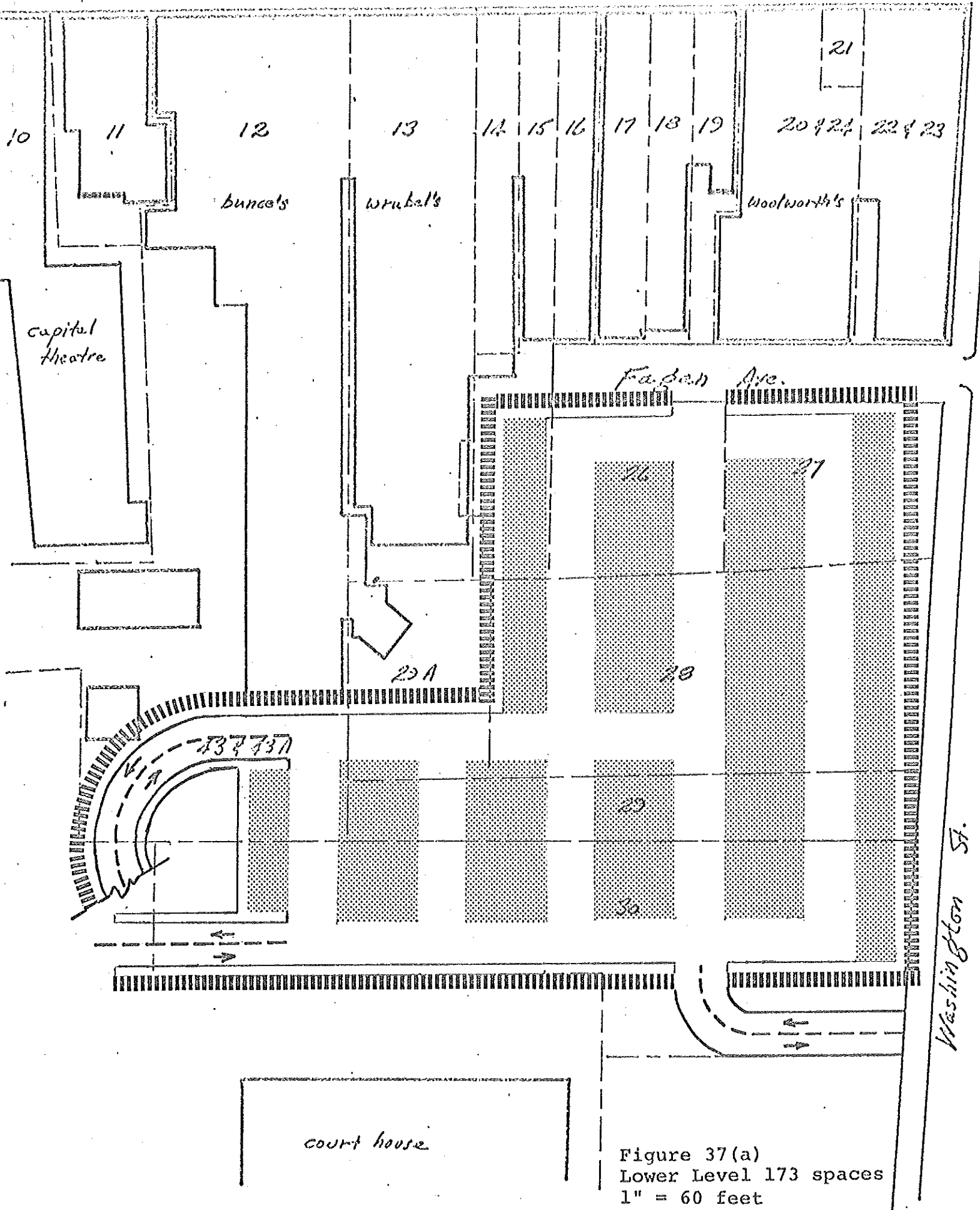
The costs for developing the proposals shown in Figures 37 and 38 are as follows:

Figure	37	38
No. parking spaces	365 (121 add'l.)	392 (148 add'l.)
Project Cost	\$ 680,350	\$ 783,850
Cost per space	\$ 5,623 (per add'l)	\$5,296 (per add'l)

Currently there are 69 public spaces in Parking Lot "C" and approximately 175 spaces in the Bunce facility. Thus increase in total spaces will not be as great as the number of new public parking spaces. The above figures reflect primarily the costs of a decked structure, plus legal fees, appraisal fees and contingencies. Not included is the purchase price of land since the most financially desirable arrangement might well be a leasing agreement between the City and Bunce's.

An unknown factor in estimating the construction cost concerns the necessity of pilings on that portion of the site near the County Court House which can only be determined through preliminary site work. Should pilings be required the project cost will increase.

Main St.



Main St.

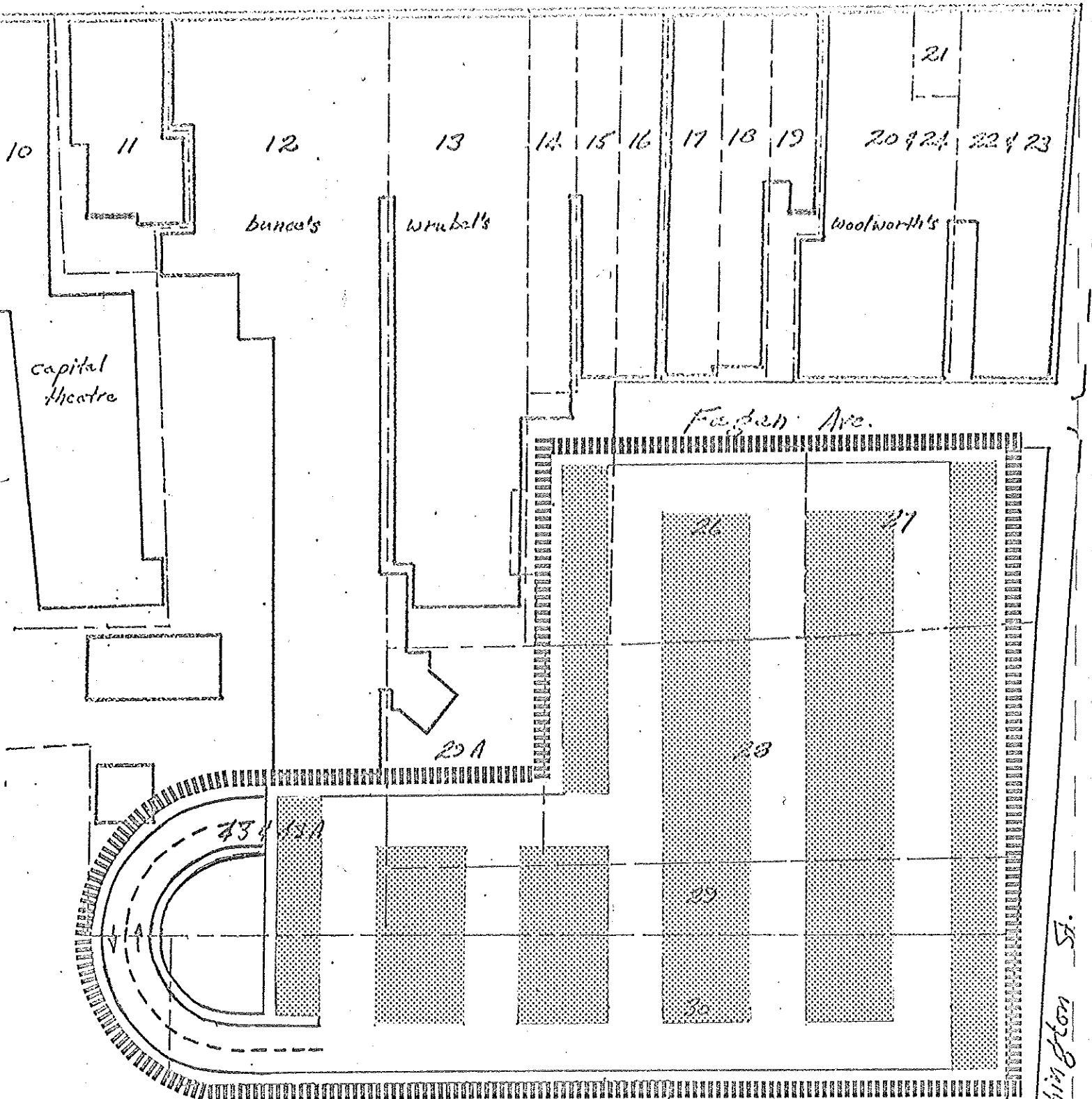


Figure 37(b)  
Upper Level 192 spaces  
1" = 60 feet

*Main St.*

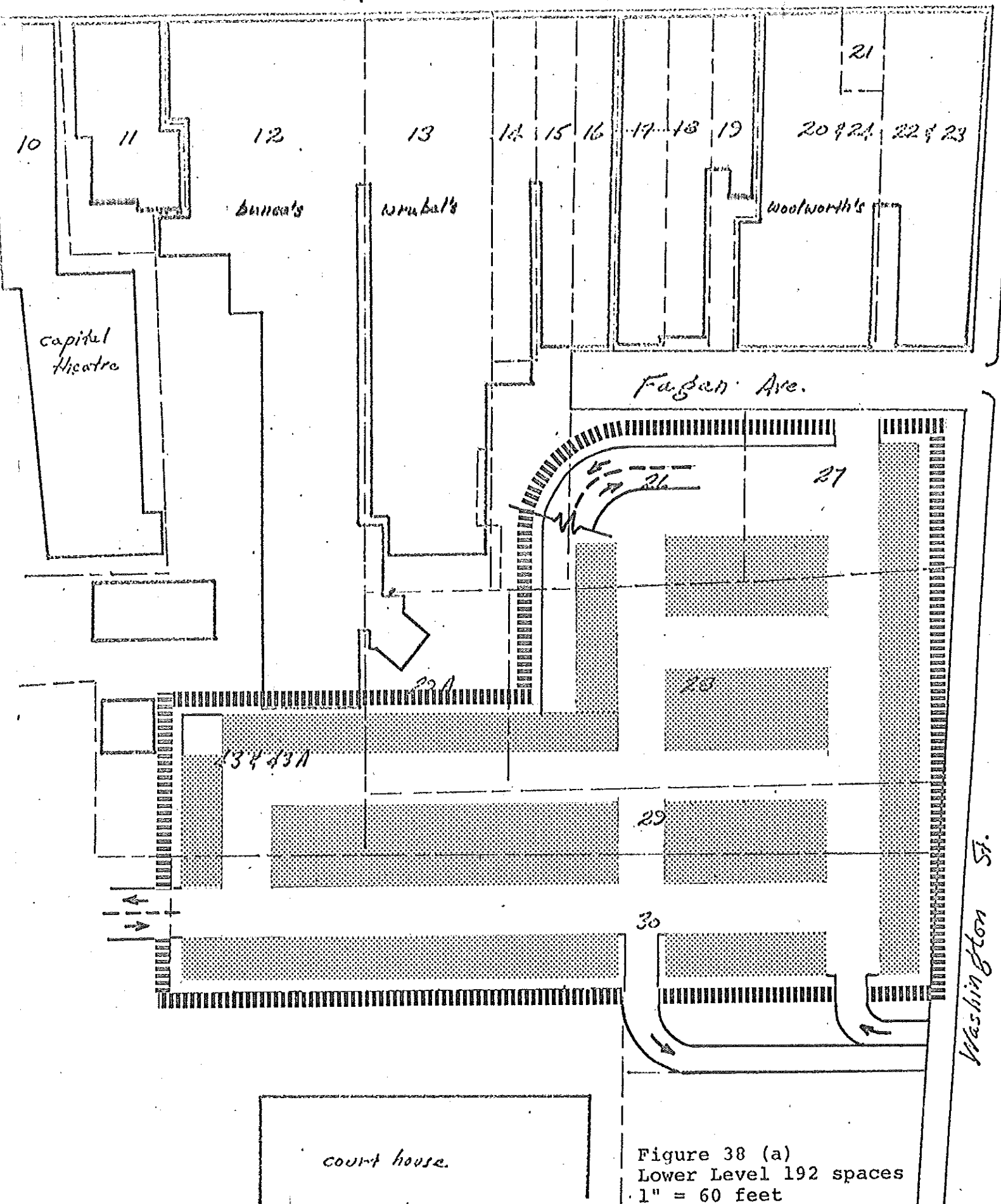


Figure 38 (a)  
Lower Level 192 spaces  
1" = 60 feet

*X Mein St.*

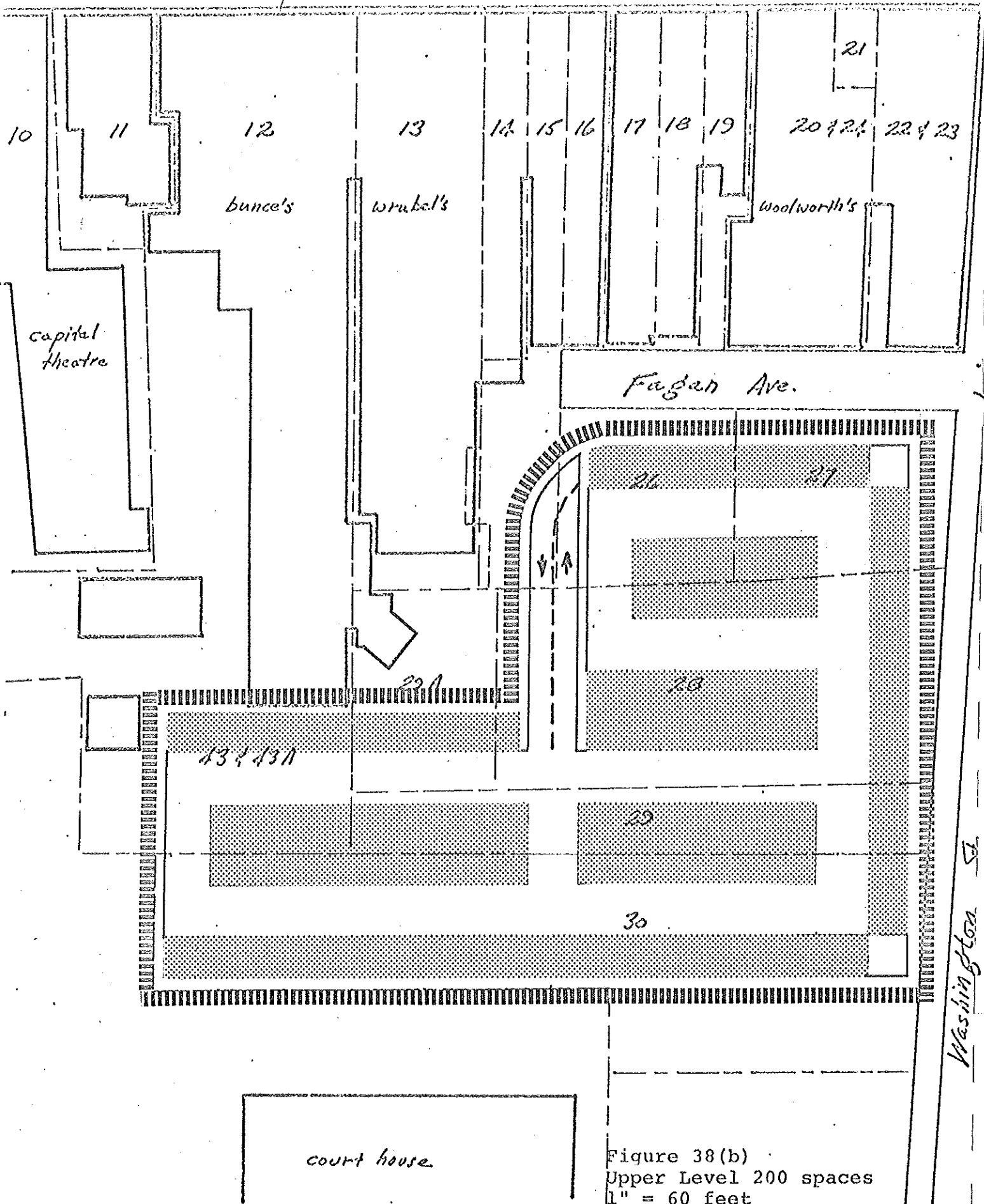


Figure 38(b)  
Upper Level 200 spaces  
1" = 60 feet

Mein St.

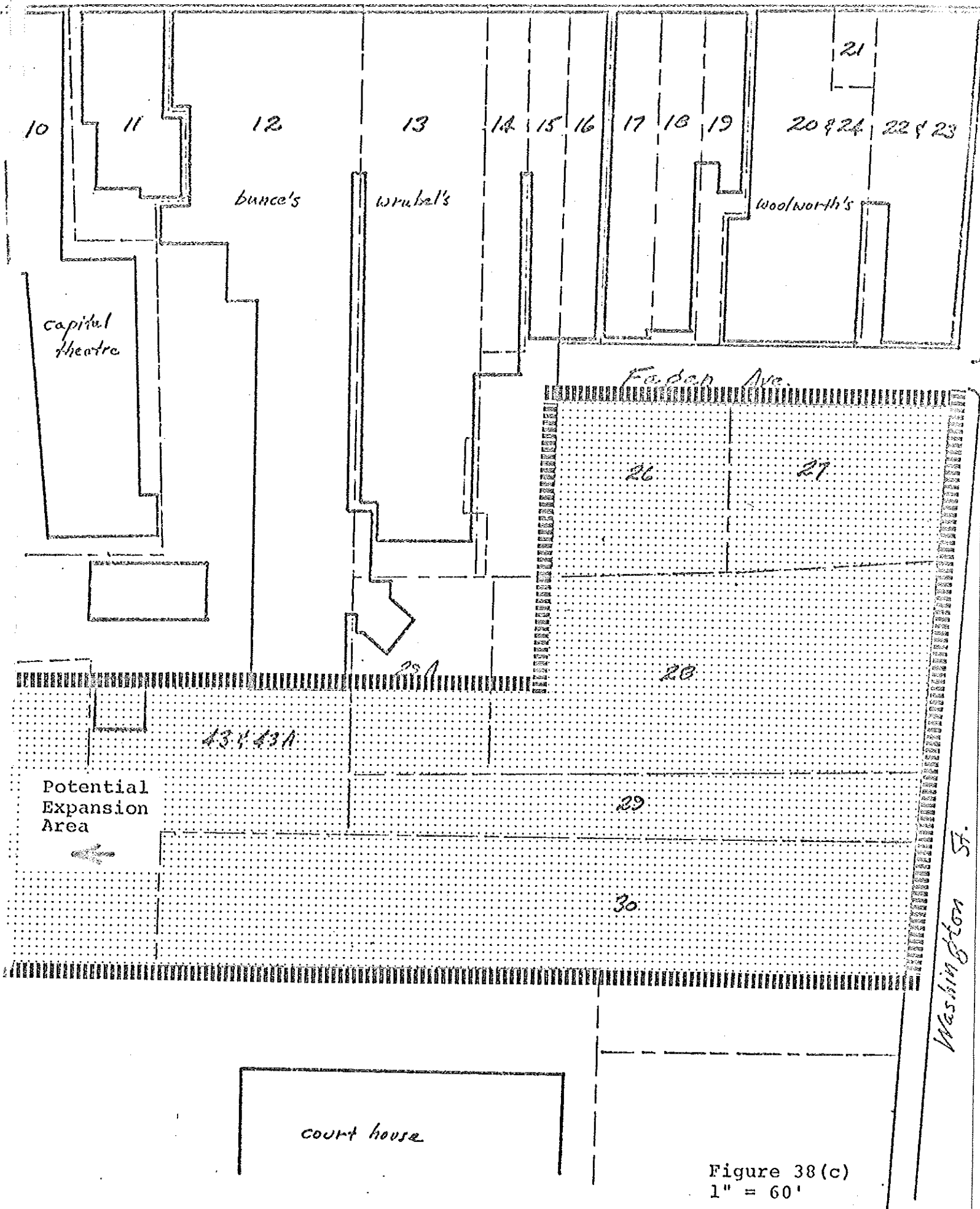


Figure 38(c)  
1" = 60'

Main St.



Figure 38(d)  
1" = 60'



## Chapter IX

### PARKING ARCADE

#### A. Introduction

As stated in the CDAP Action Program T&C 3-8, the purpose of this section is to consider the construction of a "third deck on the Riverview Center Parking structure."

#### B. Planning Considerations

Part of an ultimate parking plan within the central business district recommends that a third parking deck be added to the existing Riverview Center structure providing an additional 300 spaces. The usefulness of this facility is increasing annually as parking demands are placed upon the downtown. A third deck will support some of the contemplated commercial uses in the block below College Street in the Metro-South project area. This construction, however, should not be considered high in priority until other dispersed off-street areas have been created or unless its implementation will coincide with the development of Block 15 of the renewal area.

Unlike the two existing decks, a third deck will not have direct access to any abutting street. Therefore, the primary entry for this deck will be on Court Street. The Parking Authority should consider the opening of the entry way which lies adjacent to the Sears Automotive Center.

In addition to providing parking, this deck should be designed for park benches, landscaping (potted trees), etc., since it commands a view of the Connecticut River. Undoubtedly, this additional off-street parking would be the easiest to implement, since it does not involve the acquisition of additional land. Further, the cost per space is attractively low. However, the benefits derived from creating a 900 parking space structure in one single block must be weighed against investing in the remainder of the downtown area and the possibility of spurring privately sponsored rehabilitation and renewal where needed most.

### C. Costs

Through sources to the Chamber of Commerce, the estimated project cost, according to 1971 construction costs, is \$552,000. Assuming annual increases in construction costs, and further assuming that this structure will not be built until 1975 at the earliest, project cost might well approximate \$800,000. In addition to the basic provision of **275** spaces, it will be necessary to shore under the existing parking deck in order to support the weight of construction equipment and material being erected, during which time a portion of the existing parking facility will be out of service.

## Chapter X

### REDEVELOPMENT PROJECT AREA

#### A. Introduction

The purpose of this section is to offer the possibilities of assisting in the provision of public off-street parking within the Metro-South project area. These considerations will lend a more comprehensive approach to the central business district.

#### B. Existing Conditions

The entire southern portion of the business area below College Street lies within the boundary of the Metro-South Urban Renewal Project area. The existing character and conditions have been well documented in previous studies which have qualified the area for urban renewal funds. The treatment proposed for the project varies greatly from total clearance in some blocks to rehabilitation in others.

#### C. Planning Considerations

There are three key blocks scheduled for renewal treatment which lie within the parking district. Known to the renewal agency as blocks 15, 16 and 17, these areas include the primary commercial redevelopment blocks and the "institutional" block. All will require parking either to meet the basic requirements of new uses or to supplement parking facilities which today are inadequate.

It is anticipated that developers will participate in the cost of providing the required parking in renewal areas. To date, there are no firm designs for any of these critical blocks, however, some projections can be made concerning the estimated parking requirements and its general location.

Block 15 bounded by College, DeKoven, William and Main Streets, is the prime commercial parcel. A reasonable amount of parking for this block might consist of an area equal to one level on 80% of the future area of the block (which excludes Main Street frontage). Such an area is approximately 224,000 sq. ft. and capable of holding 550 to 575 vehicles.

In the block bounded by Main, William, Broad and Church Streets, commonly referred to as the "institutional" block, several disposition parcels have been designated along William Street which individually or in combination may be used for off-street parking. The larger parcel is 46,300 sq. ft. in area while the parcel on the corner of William and Broad is 18,675 sq. ft. Individually these parcels may hold 115 to 130 vehicles and 45 to 55 vehicles, respectively, depending upon arrangement. Combined, these parcels may hold 160 to 185 vehicles and decked be of sufficient size for 300 to 325 vehicles. With a deck, first level stores may be substituted along one or both bounding streets, in place of some parking.

The remaining block of interest bounded by College, Main and William and Broad Streets is the site of the new elderly apartment tower and the historical society. This block also contains the Middlesex Theatre structure and as such the amount of demolition is very much questionable. There is also a possibility of joining with SNETCO in solving any parking problem in this block. As such, three basic alternatives exist, two which could eventually lead to a decked facility with first level mercantile space optional.

Figure 41(a) assumes the retention of the theatre and acquiring one of the parcels now used by SNETCO for company parking. A one level facility will hold 100 to 120 vehicles. It is felt that the area (approx. 40,700 sq. ft.) is too small to justify a decked facility. Figure 41(b) also assumes the retention of the theatre and acquisition of the entire area used for SNETCO parking as well as behind the theatre. A surface lot will hold 160-180 vehicles while a decked would increase the capacity to approximately 325-350 vehicles. Finally, Figure 41(c) suggests the demolition of the theatre structure with a surface area capable of accommodating 210-240 vehicles. This site configuration lends itself to decking, with a capacity of approximately 450 vehicles.

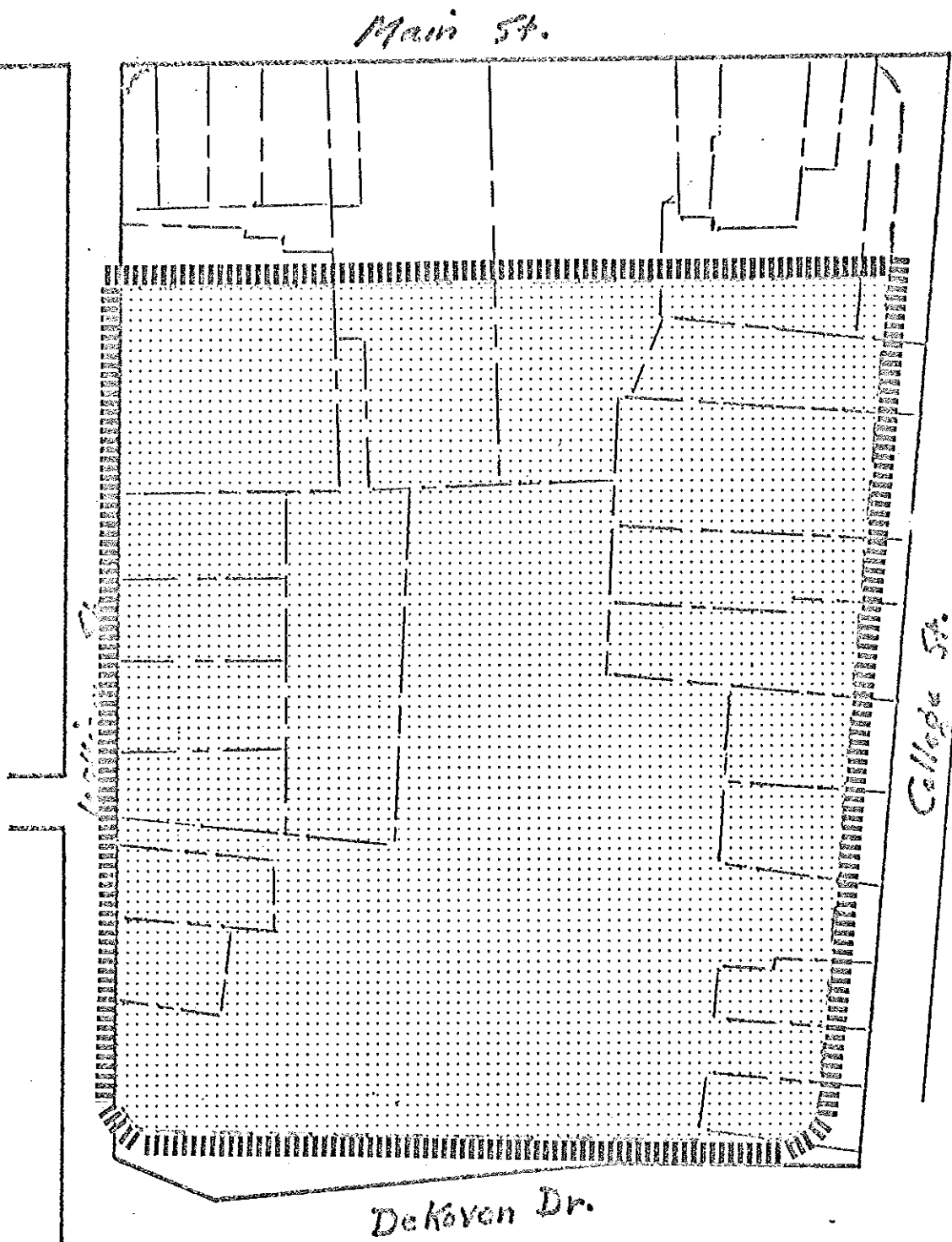


Figure 39  
550 to 575 spaces  
1" = 100'

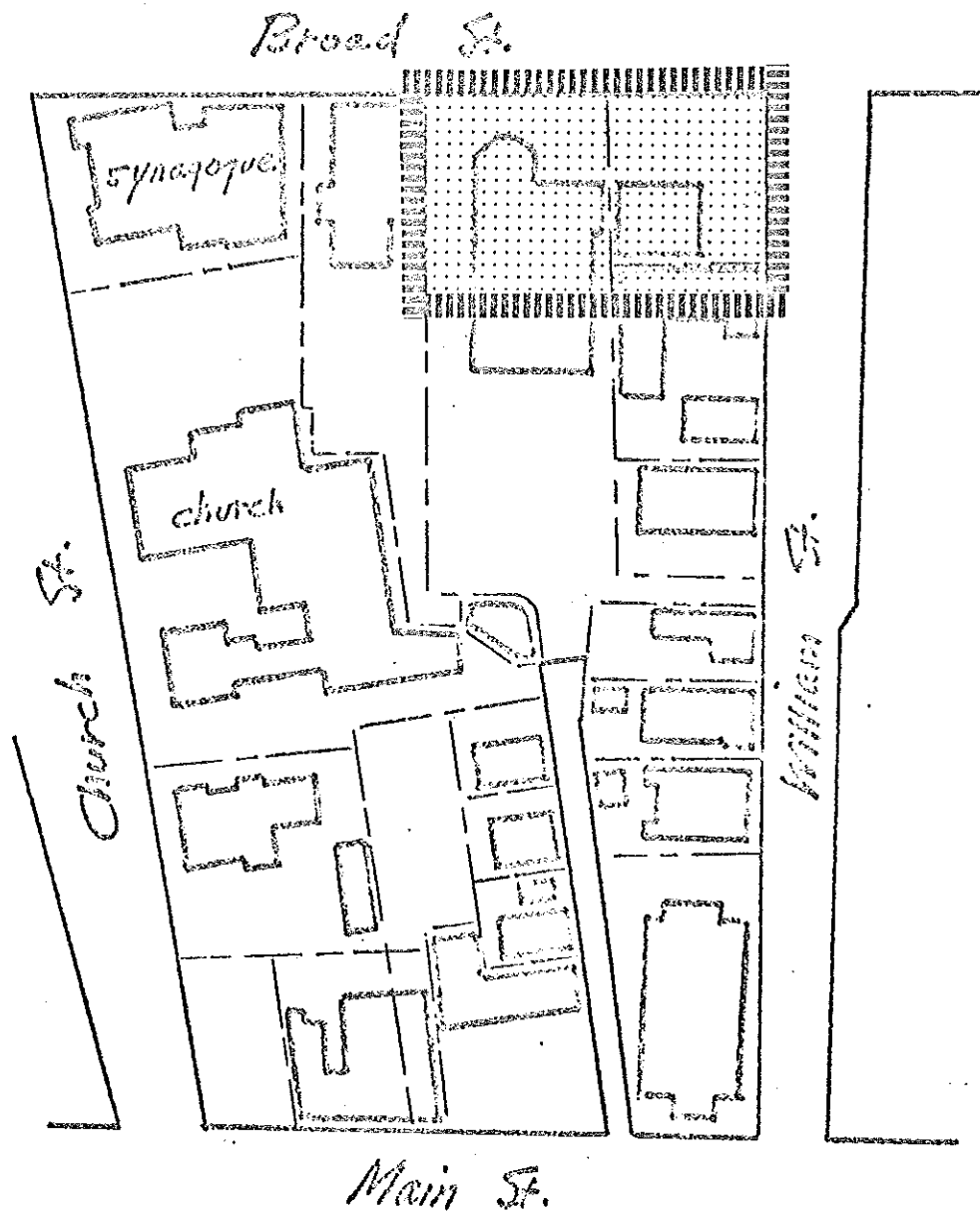


Figure 40(a)  
45 to 55 spaces  
1" = 100'

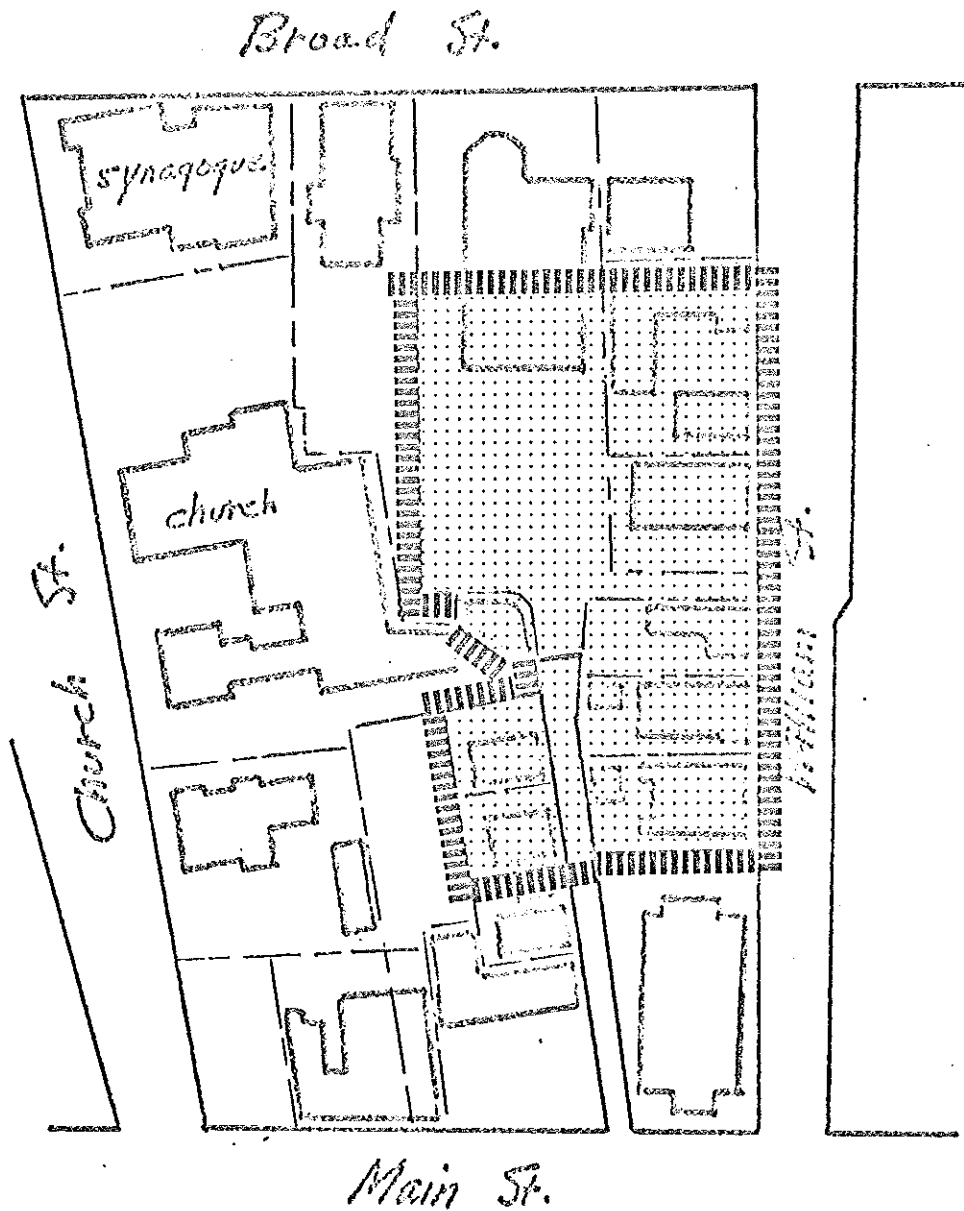


Figure 40(b)  
115 to 130 spaces  
1" = 100'

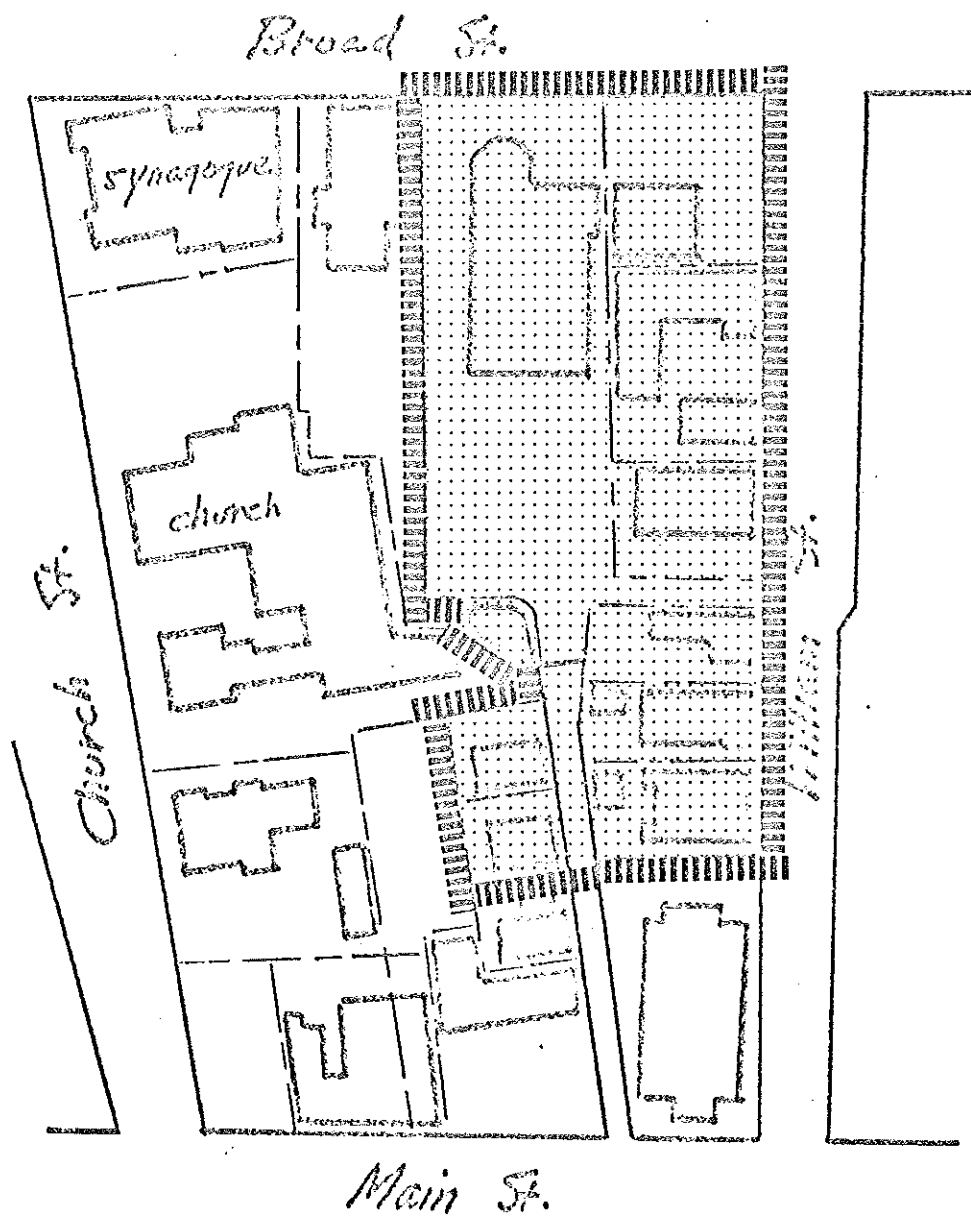


Figure 40(c)  
160 to 185 spaces  
(decked - 300 to  
325 spaces) ..  
1" = 100'



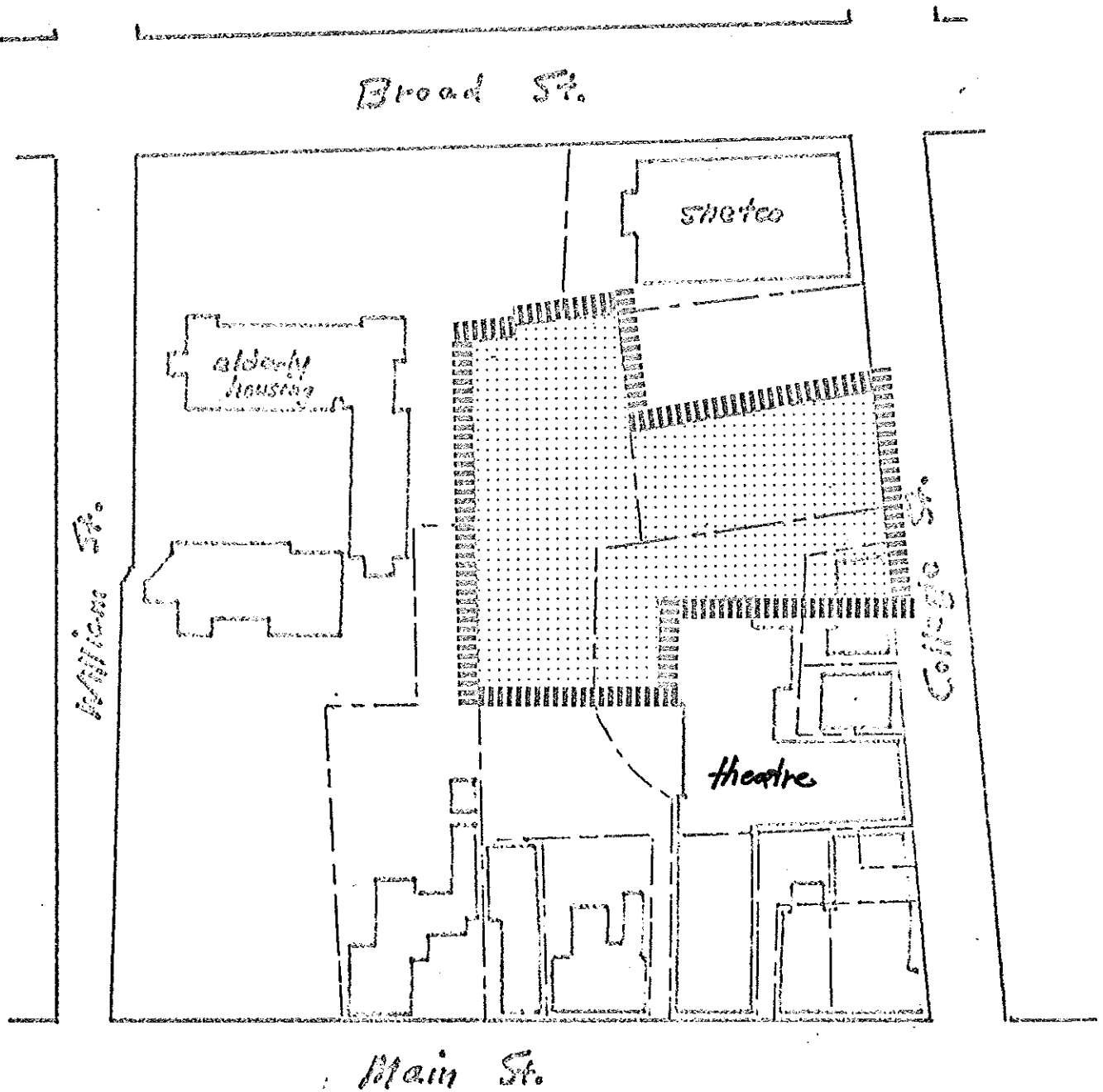


Figure 41(a)  
100 to 120 spaces  
1" = 100'

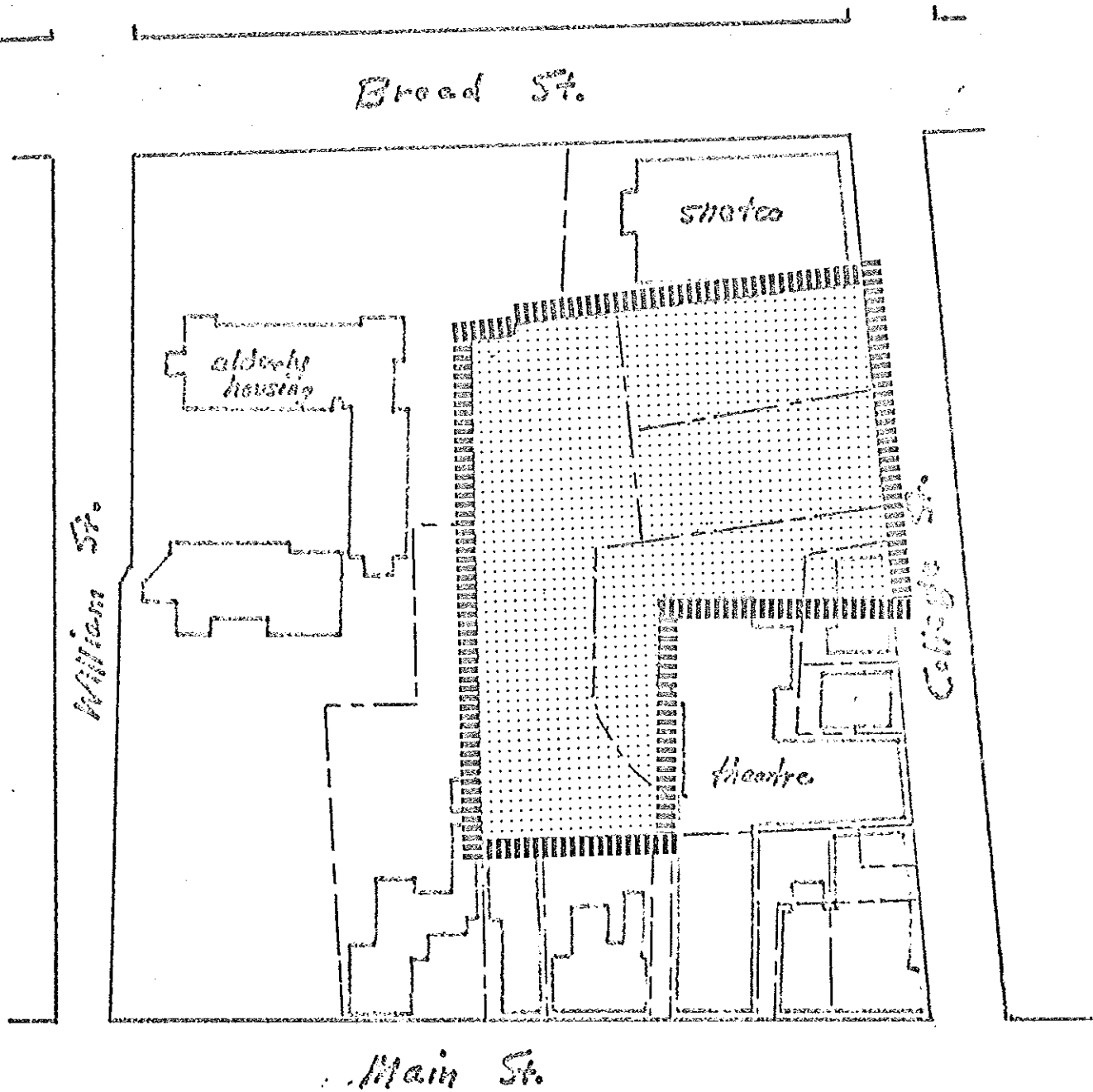


Figure 41(b)  
 160 to 180 spaces  
 (decked - 325 to  
 350 spaces)  
 1" = 100'

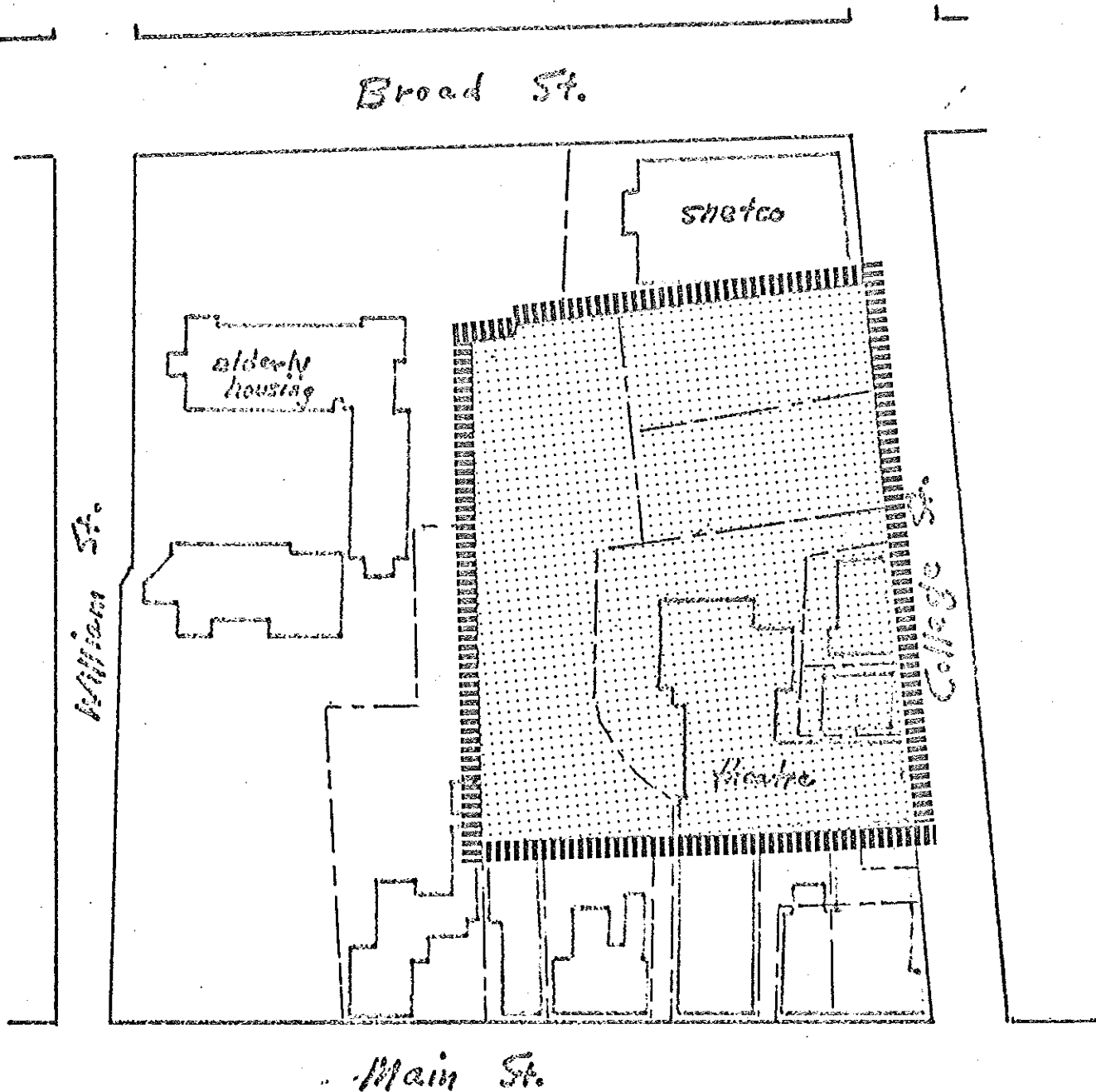


Figure 41(c)  
210-240 spaces  
(decked - 450 spaces)  
1" = 100'



# SUMMARY OF COSTS

<u>Figure No.</u>	<u>No. Parking Spaces</u>	<u>Project Cost</u>	<u>Cost Per Space</u>
<u>Broad and College</u>			
7	135	\$516,925	\$3,829
8	122	\$412,965	\$3,385
9	200	\$890,905	\$4,454
10	208	\$699,950	\$3,365
11	200	\$676,585	\$3,383
<u>Broad and Washington</u>			
13	171 (51 additional)	\$353,510	\$6,931 (per add'l)
14	180 (60 additional)	\$224,365	\$3,739 (per add'l)
15	285 (165 additional)	\$1,285,620	\$7,792 (per add'l)
<u>Main to Wetmore</u>			
17	65	\$383,870	\$5,906
18	116	\$469,640	\$4,049
19	227	No estimate	No estimate
<u>Liberty to Grand</u>			
21	70	\$482,310	\$6,890
22	63	\$362,870	\$5,760
23	96	\$539,180	\$5,616
24	160	\$778,900	\$4,868
<u>Ferry to Green</u>			
26	56	\$189,980	\$3,393
27	73	\$304,520	\$4,171
28	70	\$399,510	\$5,707
29	85	\$460,115	\$5,413
<u>Washington to Ferry</u>			
31	77	\$469,315	\$6,095
32	83	\$466,555	\$5,621
33	78	\$517,615	\$6,636
34	82	\$498,410	\$6,078
35	135	\$814,545	\$6,033
<u>Columbus Plaza</u>			
37	365 (121 additional)	\$680,350	\$5,623 (per add'l)
38	392 (148 additional)	\$783,850	\$5,296 (per add'l)
<u>Parking Arcade</u>			
	300	\$800,000	\$2,667

